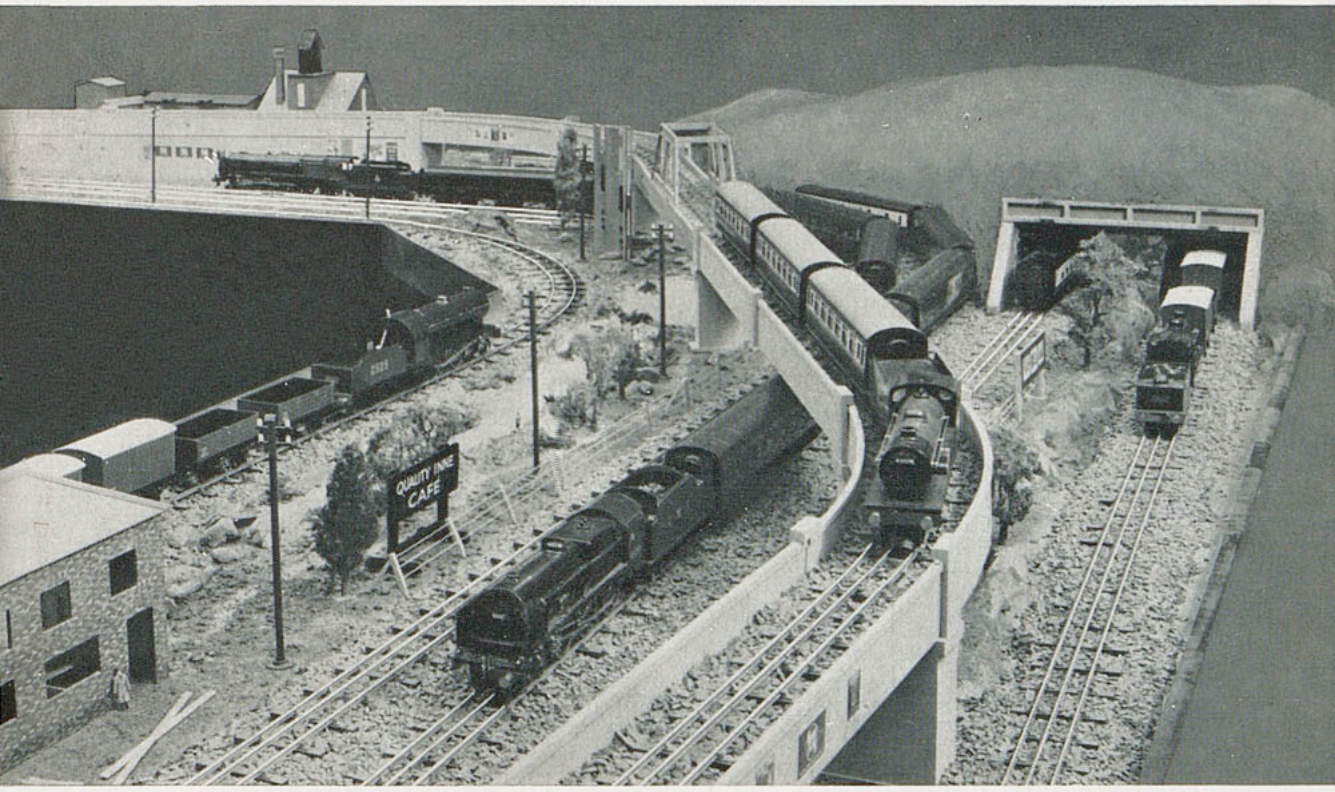
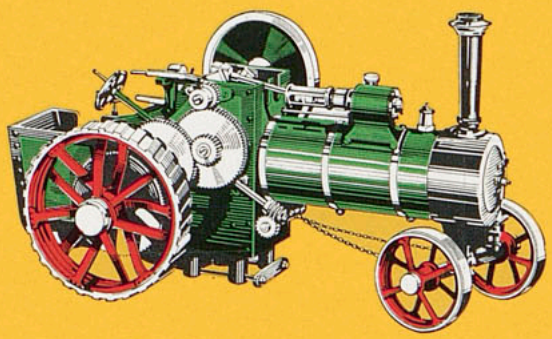
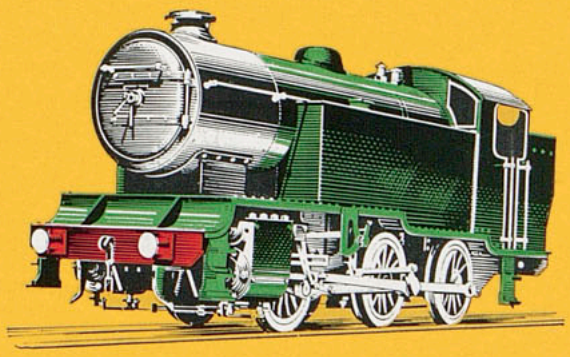
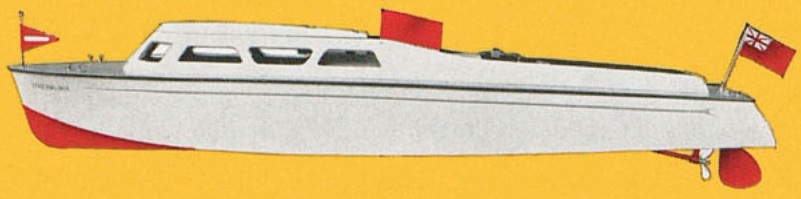
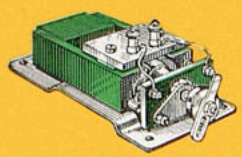
MODEL RAILWAY AND ENGINEERING CATALOGUE

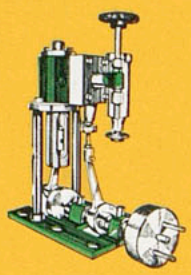












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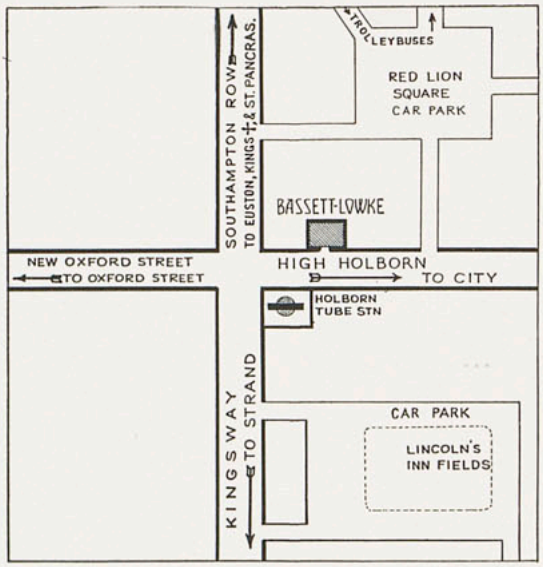

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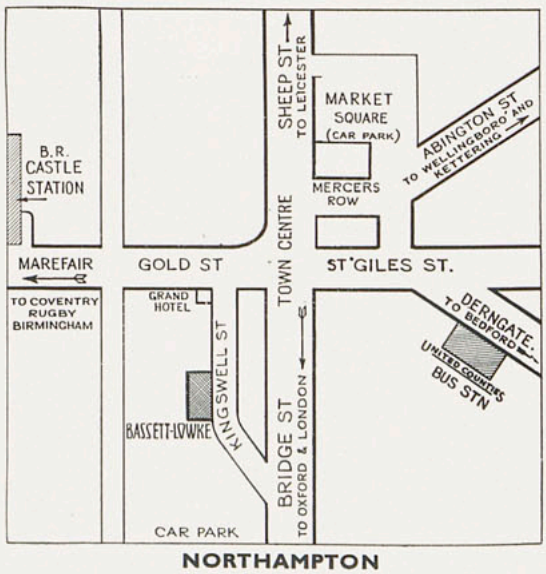

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28 CORPORATION STREET

We have now been many years in the centre of the cotton industry. The premises are situated on the right-hand side going from Market Street to Victoria Station. The following omnibuses pass near the door: 17, 4, 59, 35, 60, 107 and 109, 62, 75, 81 and 3.

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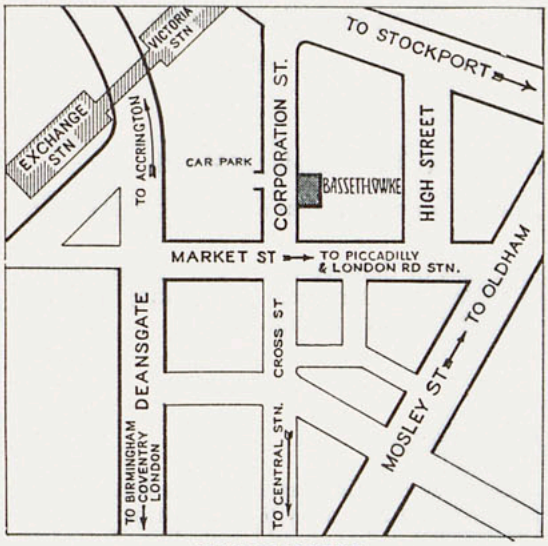

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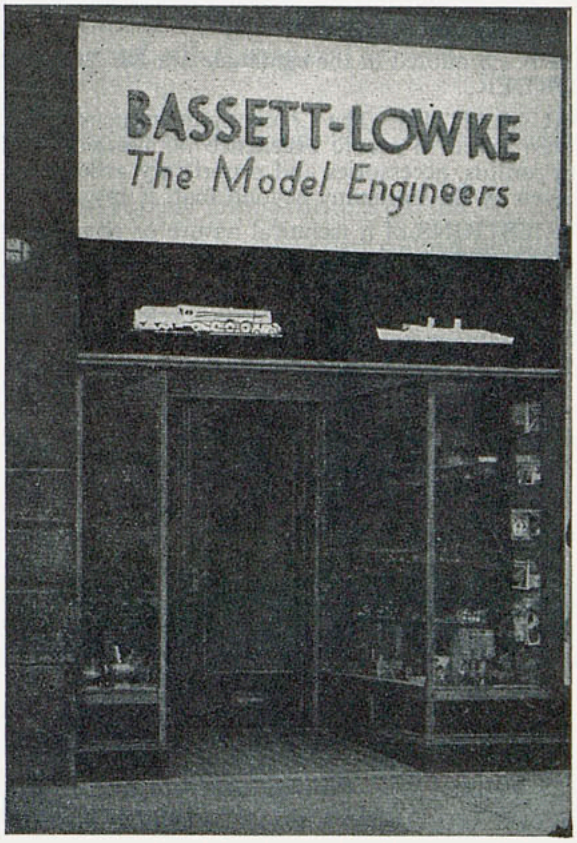

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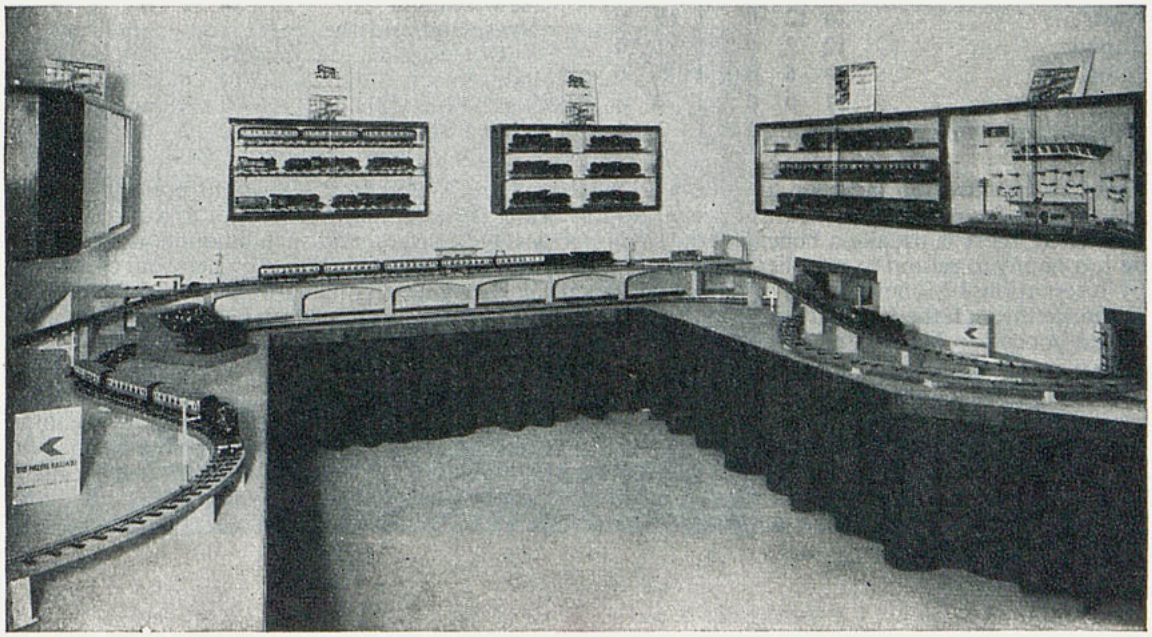

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PRICES quoted in the catalogue are NET CASH, uniform throughout the kingdom, CASH WITH ORDER.

GUARANTEE. The Company guarantees that all precautions that are usual and reasonable have been taken to secure excellence of materials and workmanship in models sold by it. Electrical apparatus, accessories and proprietary articles are not included in this guarantee. No guarantee is given by the Company beyond that, if any, of the respective manufacturers.

QUESTIONS of a technical nature or enquiries of any kind should be written separately and not on the same sheet as an order. This will help us to deal promptly with correspondence.

ORDERS. To avoid misdirection or loss in transit we would be obliged if customers would write their name and address clearly—preferably in block letters. Where quoted, all reference numbers for catalogue items should be stated.

TO OUR CUSTOMERS IN THE UNITED KINGDOM

HOW TO REMIT. Payment may be made by cheque, money order or postal order. Treasury notes and coins should not be sent unless by registered post.

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We normally send all goods Overseas by Surface Post. Delivery by Air Post is quicker but costs of this service are much higher. We give some comparisons for guidance and will despatch by Air Post when requested. We suggest that payment for orders up to £25 value should include sufficient to cover the mail cost of a 22 lb. parcel (note for South Africa maximum weight is 11 lb.) for either Surface Mail or Air Post as desired. We will gladly refund any excess payment on clearance of order.

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New Zealand	28 12 0	1 3 0
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Pakistan	14 6 0	1 7 6
South Africa (11 lb.) ..	7 8 6	1 2 0
United States	12 2 0	1 10 0

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There are no restrictions on any of the goods in the list being exported, but it is as well for clients to make enquiries of their own Customs and Excise Authorities to ascertain if any formalities are required for the import of goods into their country. It is also advisable to obtain from the Customs and Excise an official description for the goods, in order that the lowest rate of import duty may be applied. The majority of products in our Catalogue are classed as "Educational Models", and it may be found desirable to request us to use this description in reference to your orders. In most countries this description bears a most favourable Import Duty rate.

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

MODEL RAILWAYS

Gauge "O" — the King of all Gauges

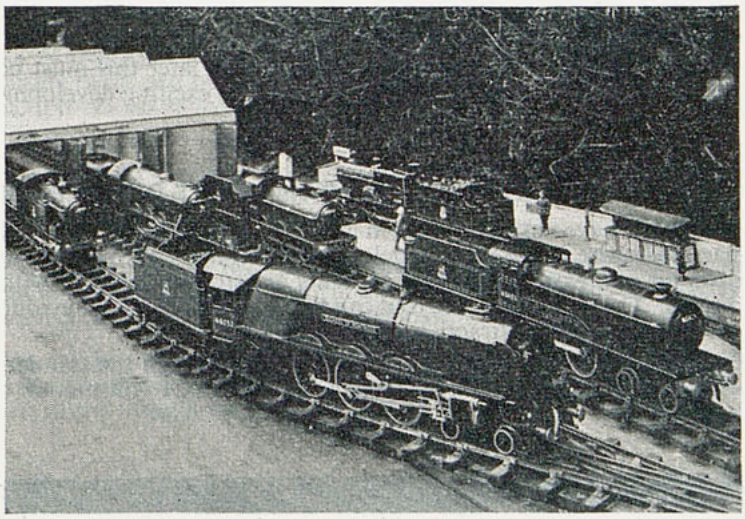
For the Model Railway enthusiast who wants the best of all systems gauge "O" offers the widest choice of application.

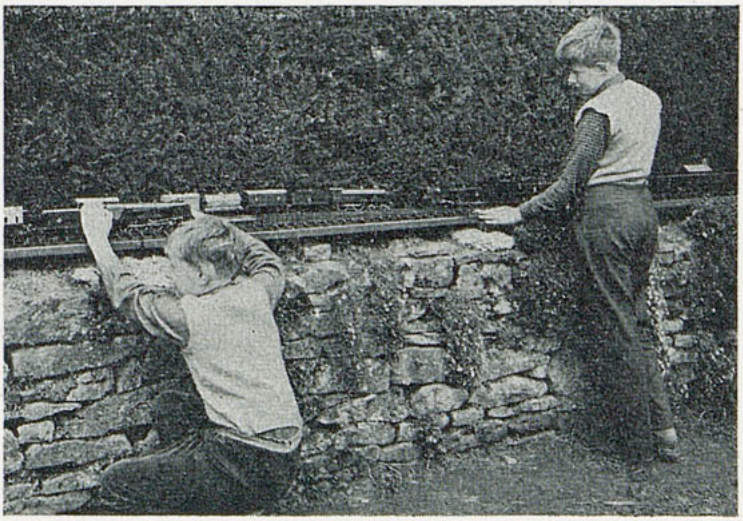
It is suitable gauge for indoor or outdoor use and the most popular form of drive is electric.

This is the gauge for the man who wishes to build on a larger scale a system that will include much character and individual detail, and in order to support this desire, Bassett-Lowke offer an extensive standard range of products. In addition there is a service for making models to special order which can provide for every possible need.

Essentially, of course, an extensive system will require space, but for the true model enthusiast sections of smaller railway systems correctly modelled are often preferred, and it is wonderful what can be done within the limits of a small area. But, naturally, a gauge of this size is at its best when there is room to plan and to lay, and for those with facilities a glorious railway system can be installed as an indoor model railway, while, out of doors in the natural setting of a house garden or grounds, the model railway can become a feature of interest to all who see it—and provide an abiding hobby for the builder.

The photographs here and on pages 4 and 5 were taken on the beautifully sited gauge "O" Model Railway at the Somerset home of Mr. Douglas Seaton — by whose kind permission they are reproduced.





MODELS BY
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This is a system on which wonderful trains can be run—trains of massive proportions. The Flying Scotsman, the train which has at its head a locomotive bearing that name, can be made up with its full complement of coaches almost 18 ft. long, while the Royal Scot, the rival run from London to Scotland would be a train of similar grand proportions.

To the Western Region enthusiast to whom the line and form of this famous railway's locomotives is so important, reproduction is most satisfying in this gauge, and the locomotives offered in this catalogue are designed to appeal to those particular enthusiasts.

All the equipment—locomotives, rolling stock, coaches, lineside features are all robust, and designed to withstand heavy wear over long periods of usage.

Moreover, the making of small parts which is so often a special feature of interest to the model railway builder does not become tedious.

Above all, the visual effect of these larger layouts is satisfying to all who behold.

For the track there is a standard range of straights, curves, points, crossings, etc., etc., but as most gauge "O" model railways are made to fit particular positions, we have a service for providing track of any type and to any dimensions, and this is the hallmark of gauge "O"—the ability to fit it in its surroundings to the best possible advantage, and to obtain the maximum pleasure from its authentic appearance and magnificent proportions.

To the would-be builder of a model railway in this gauge we offer service of advice, both in general terms and with regard to the planning of track layouts that will assist in the first stages, and will guide the owner to the development of a most satisfying system.

On the other hand, if it is desired to purchase, in the first place, standard components it will be found that all of them will fit into a larger and grander scheme ultimately.

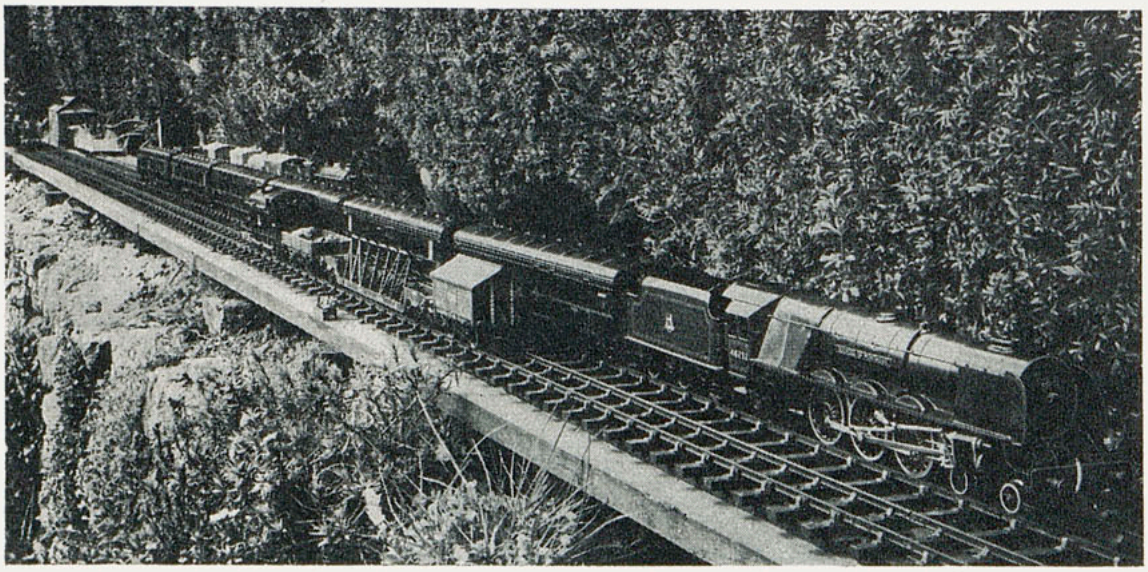
We can serve best by giving personal advice to callers at our Showrooms, but if at an inconvenient distance, we can always correspond and offer our services by post.

"If only I had a little more space"—sooner or later this must be the desire of every model railway enthusiast, for the greater the space—the more exciting developments you can carry out.

A GRAND OUT-DOOR HOBBY

Most of us have not enough room indoors—so why not build a railway in the garden? You can—with Bassett-Lowke gauge "O" model railways. Gauge "O" equipment is especially suitable for use in the open air and working parts of all units are strongly built to withstand the changeable weather conditions. The well planned layout can be blended into these surroundings so realistically as to make the garden much more attractive and interesting.

Electricity is a most satisfactory power and although the standard 12 volt will be generally efficient, we recommend for the larger systems the use of 24 volt models and equipment, all of which can be



MODELS BY BASSETT-LOWKE

supplied at a small additional cost. Even at this higher voltage, the youngest child could handle the equipment without fear of hurt.

Building and operating the outdoor railway provides you with plenty of amusement all the year round. More parts can be built indoors during the long winter evenings, while the larger structures can be laid in position during the longer days and warmer weather of the Summer and Autumn.

Even in the smaller garden there is room to plan a varied system. Track work can be left permanently in position for trains to run even in winter.

Although it is recommended that the track should be laid on raised supports, it may be put at ground level. This is quite satisfactory as long as precautions are taken against damp and rain splashing. Either 2 rail or 3 rail systems can be used equally well.

Even a relatively small garden gives tremendous scope for layout planning and the disadvantage of sharp curves is eliminated. Lengths of platform and siding also can be much more extensive than indoors and thus greater realism is achieved.

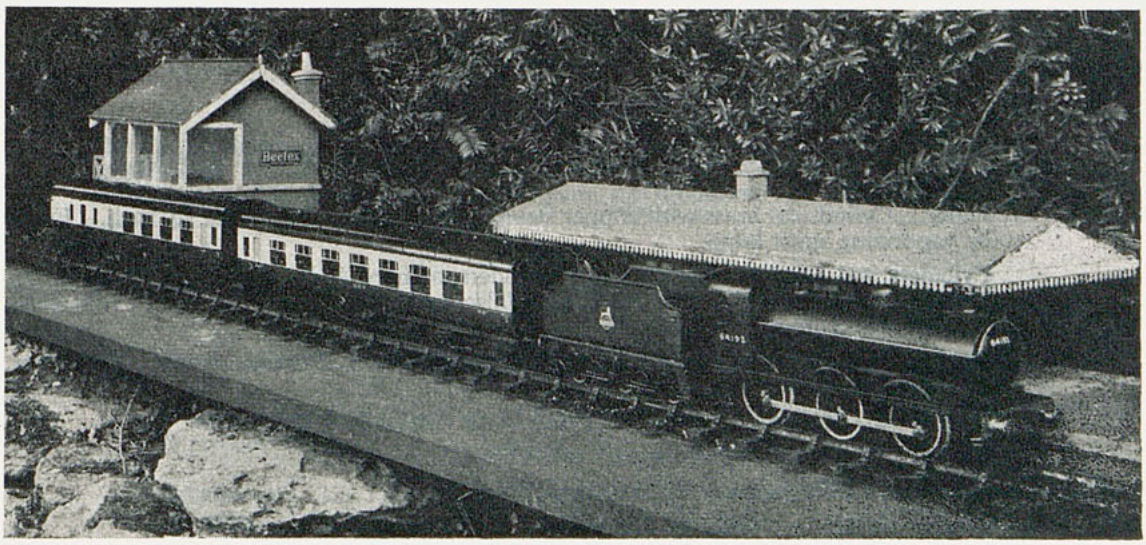
The keen gardener will appreciate what interesting possibilities there are in planning the model railway and the garden into one attractive scheme. Many dwarf plants have been introduced and developed which are ideal for the scenic setting; e.g., the coniferae Cryptomeria Japonica Var. Hara, Picea Excelsa Globosa, Juniperus Communis Alpina, Thuya Occidentalis Var. Dumosa would give an excellent background, while the small shrubs Arbutus Unedo Compacta, Kalmia Latifolia Var. Mystifolia (Calico Bush), Erica Scoparia Var. Pumila may be left to grow to their natural shape or clipped to simulate undulating foreground. All these are evergreens and your nurseryman would undoubtedly be able to recommend many others. There are, of course, endless possibilities for water gardens.

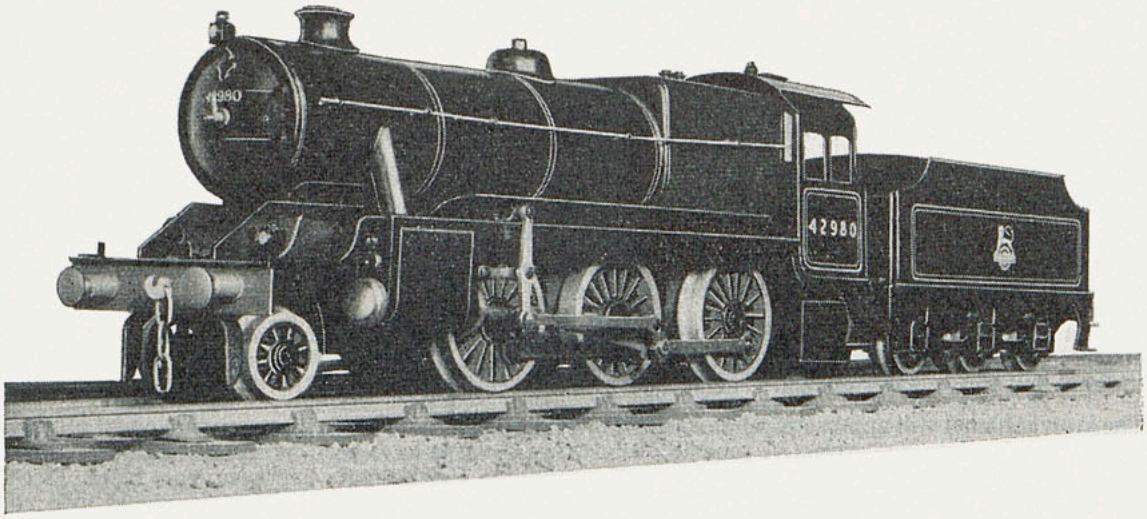
Activities for your railway would not be restricted to the summer. Track sections and portable units such as the lineside buildings and scenic items can be built indoors during the long winter evenings. This will help to speed up construction of the railway in the warmer weather and long evenings out of doors.

Although buildings and accessories should be removed and packed away for the winter, Bassett-Lowke brass permanent way can be left in position all the year round, and it is surprising how many days in the winter a model railway can be used.

If the system is elevated and part of the layout is in a shed or outhouse conditions are perfect for all the year round, because the more complicated points and control equipment are protected from the harder weather and the operator also has comfortable working conditions.

One final point, the highest perfection can be achieved by combining outdoor and indoor layouts so that the whole system can be operated in any weather, with the more delicate equipment and the control gear sited in the sheltered part of the installation.





Mogul 2-6-0 Locomotive and Tender

(STEAM)

Since this model was first produced, it has set a standard of excellent appearance and good performance. It follows Sir William Stanier's prototype designs and because of the refinements of control it is a delightful machine to operate.

The 2-6-0, *or Mogul type locomotive may be described as the "Jack of all trades" in allocating locomotives to their daily tasks. It is used on fast and slow goods, is ideal for excursions and relief trains, and even on fast passenger trains in the case of emergency. The present model, as shown, is based on the ex-L.M.S. design by Sir William Stanier, with tapered boiler.*

No. 6661/0 Price **£65. 0. 0.**

Specification

Frames, Footplate and Superstructure. Pressed steel plate.

Wheels. Modern locomotive design with crescent shaped balance weights. Made in fine cast-iron.

Boiler. Cylindrical brass with copper steam pipes, tested to 45 lb. per sq. inch. Fired by vaporizing spirit lamp.

Cylinders and Motion. Piston valve cylinders of hard brass and brass piston rods. Stainless steel piston valves. Greenly-Walschaert valve gear, reversing from cab, exhaust into chimney.

Fittings. Combined safety valve and filler under dome. Whistle in cab. Regulator handle protruding through cab roof.

Lubrication. Cylinder lubricated by automatic displacement lubricator.

Tender. Of standard pattern with six wheels.

Finish. Supplied hand finished in B.R. livery.

Length. 18 in. **Weight.** 3 lb. 8 oz.

MODELS BY
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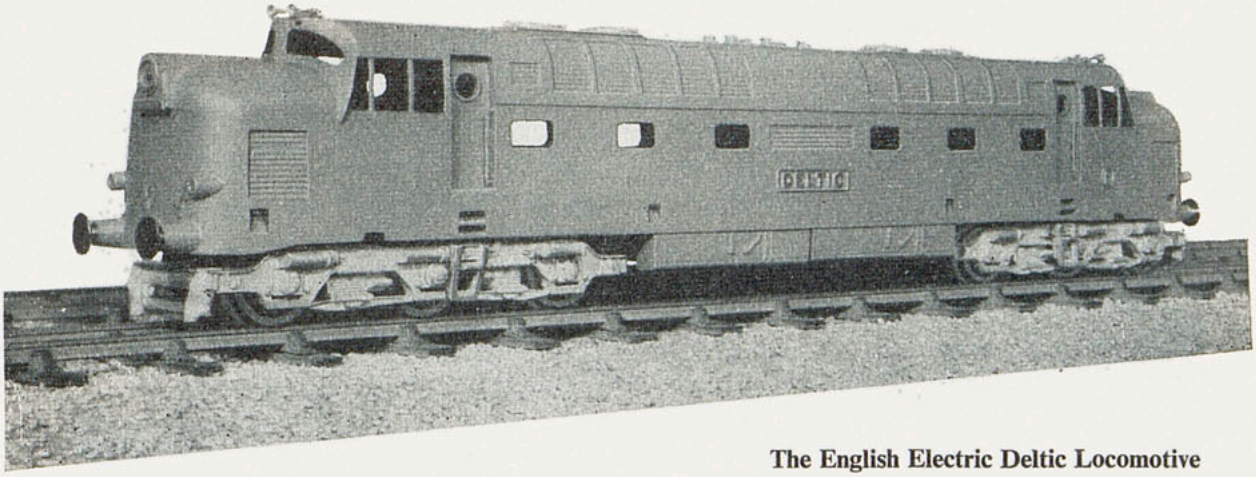


The English Electric Deltic Locomotive

This photograph is of the unpainted model. It can be supplied in the original blue livery or British Railways colours

English Electric Deltic Locomotive

The prototype ran experimentally on British Railways systems for a considerable period and by its performance was finally adopted in April, 1958, *when an order for locomotives of the same class was placed with the English Electric Co.*

Although its appearance is familiar to many, it is not generally realised what a truly massive locomotive it is—it being longer overall than most express locomotives and tenders.

Our model is fitted with 2 *power bogies, each being driven by two motors. Despite its great length it will negotiate* 3 *feet radius curves.*

12 Volt D.C. 2 or 3 Rail Price **£96. 10. 0.**

DIESEL LOCOMOTIVES

The Deltic shown above is representative of the larger locomotives now in service or projected by British Railways. There are many types becoming familiar to railway enthusiasts and we shall be pleased to quote for producing any type to special order.

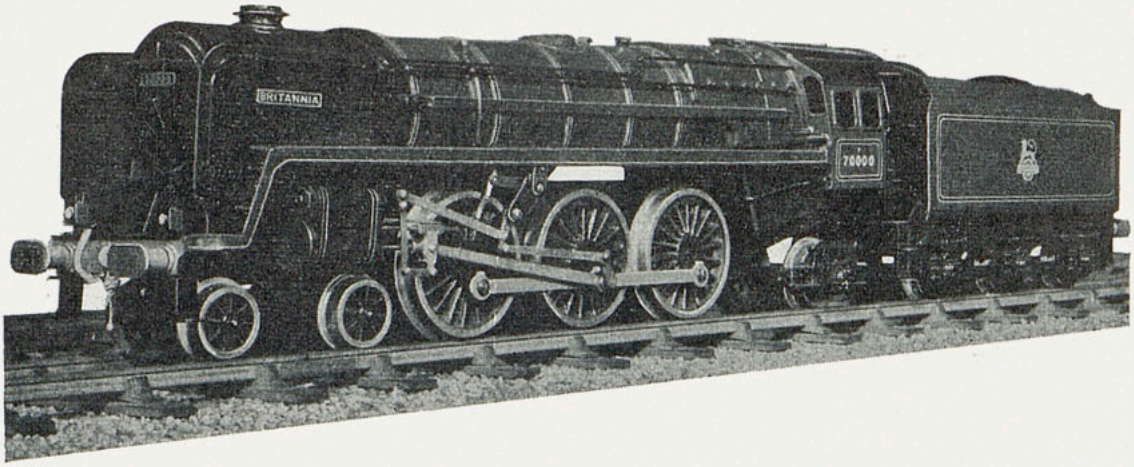
Specification

Body and Bogie Main Frames. Brass.

Bogies. The power drive is to 4 wheels, the centre pair being flangeless to allow for sharp curves.

Movement. 12v Permanent Magnet motors are connected to the axles through worm gearing.

MODELS BY BASSETT-LOWKE



"Britannia"

The first Pacific Locomotive designed by British Railways appeared in 1951 *and was a striking contrast to previous Pacific types built in this country, with the high running-boards and generally American line.*

Nevertheless the design has proved itself in practice and as it was the last big Passenger Steam Locomotive class to be built for service in this Country it will appeal as much for its historic interest as for its powerful proportions.

Price **£85. 0. 0.**

Specification

Frames. Hard brass. **Wheels.** Cast-iron.

Bogies. Cast-iron wheels and brass frames.

Movement. Standard 12-volt D.C. Permanent Magnet Motor and Gearing, mounted in brass mainframes with bushed driving axle bearings. The chassis is removable in one unit with cylinders and motion. 2 or 3 Rail.

Tender. Standard British Railways pattern constructed in brass with cast-iron wheels.

Finish. Hand built and finished painted in standard British Railways livery.

Length. 18½ in. **Weight.** 5 lb.

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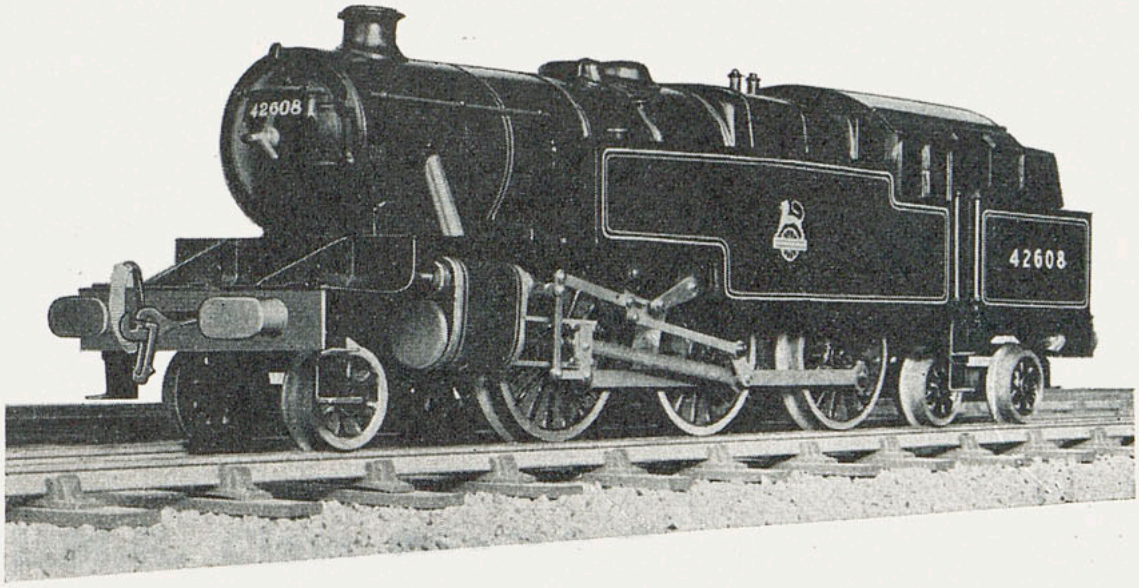

L.M.R. 2-6-4 Tank Locomotive

This fine machine is a particularly suitable model for use on restricted track systems. It is a powerful machine which can be equally at home with semi-fast or main line suburban traffic. Hand built throughout and finished hand painted in correct British Railways style.

The first 2-6-4 Tanks of L.M.S. design appeared in 1927, and were a parallel boiler design by Sir Henry Fowler. In 1934 the "Stanier" tapered boiler type appeared, some with three cylinders, followed by the "Fairburn" development with a shorter wheel base and other minor modifications. The model illustrated here is based on one of the "Stanier" two-cylinder engines, and is finished in the latest British Railways style. These engines are used on main line suburban services and branch line work, also on semi-fast trains up to 60 miles or so on occasions. They may be found almost anywhere on the ex-L.M.S. system in England and Scotland, and the new B.R. standard design which bears a striking resemblance to it, is now running on all parts of the British Railways system.

No. 5618/0 2 or 3 Rail Price **£65. 0. 0.**

Specification

Frames. Steel plate.

Wheels. Cast iron.

Bogies. Weighted and with ample clearance.

Movement. Electric, spur drive mechanism, 12 volt D.C.

Finish. Hand painted and lined throughout in the standard British Railways livery (Black).

Length overall. 13 in. **Weight.** 3½ lb.

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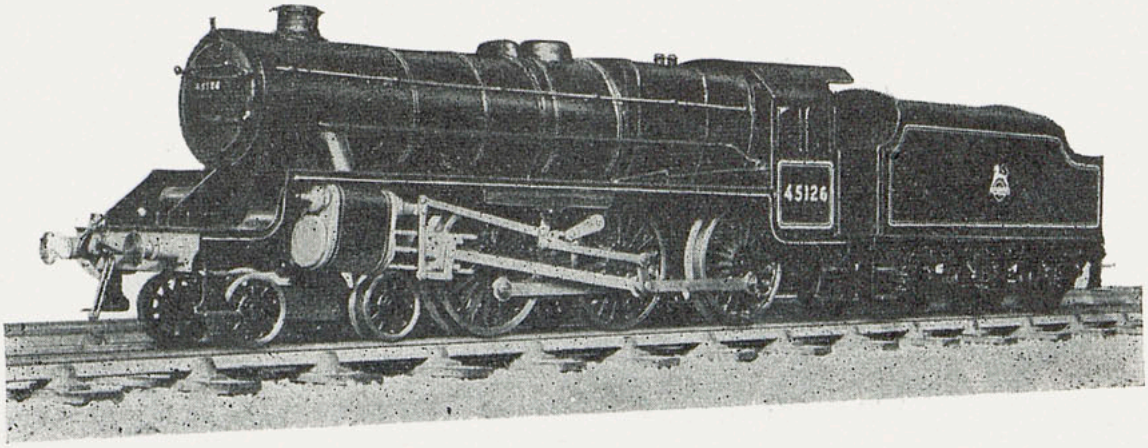

L.M.R. Class 5 MT. 4-6-0

The prototype of our model was introduced in 1934 *by the L.M.S. to the design of Sir William Stanier. These engines were subsequently built in many hundreds at Crewe, Derby, Horwich and by outside contractors. The present standard B.R. Class* 5 *is somewhat similar in design, and could be described as a descendant of the L.M.S. design. Without doubt, the "Black Stanier" can be described as one of the most successful engines produced for general duties. They are found in all L.M.R. areas, on the Scottish Region and in some parts of other regions.*

Price **£72. 0. 0.**

12 volt D.C. Electric 2- or 3-rail

Specification

Bodywork. Brass and nickel silver.

Mechanism. Permag Motor mounted in brass frames and geared to steel axles.

Wheels. Turned cast iron.

Finish. Hand painted in correct livery.

Length overall. 18″. **Weight.** 4 lbs.

MODELS BY
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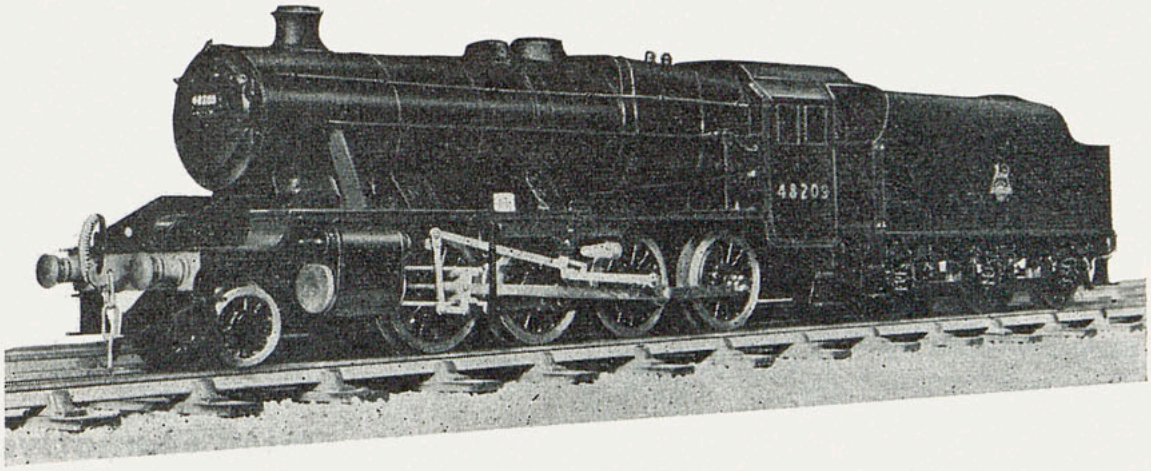

L.M.R. Class 8F. 2-8-0

This engine is another of Sir William Stanier's designs, introduced in 1935, *built in large numbers and put to work on heavy freight trains on all L.M.R. main lines, also in Scotland and some on the Western Region. Many were transferred to the War Department in the last World War, and some were built for service overseas, with certain modifications, and these became one of the W.D. "Austerity" Class.*

12 volt D.C. Electric 2- or 3-rail Price **£85. 0. 0.**

Also available: **B.R. Standard 2-10-0. Freight Locomotive Class 9 F.**
Price **£124. 10. 0.**

Specification

Bodywork. Brass and nickel silver.

Mechanism. Permag Motor mounted in brass frames and geared to steel axles.

Wheels. Turned cast iron.

Finish. Hand painted in correct livery.

Length overall. 17½″. **Weight.** 4¾ lbs.

If this model is required to negotiate 3 ft. radius curves, the flanges should be removed from the second pair of driving wheels.

MODELS BY
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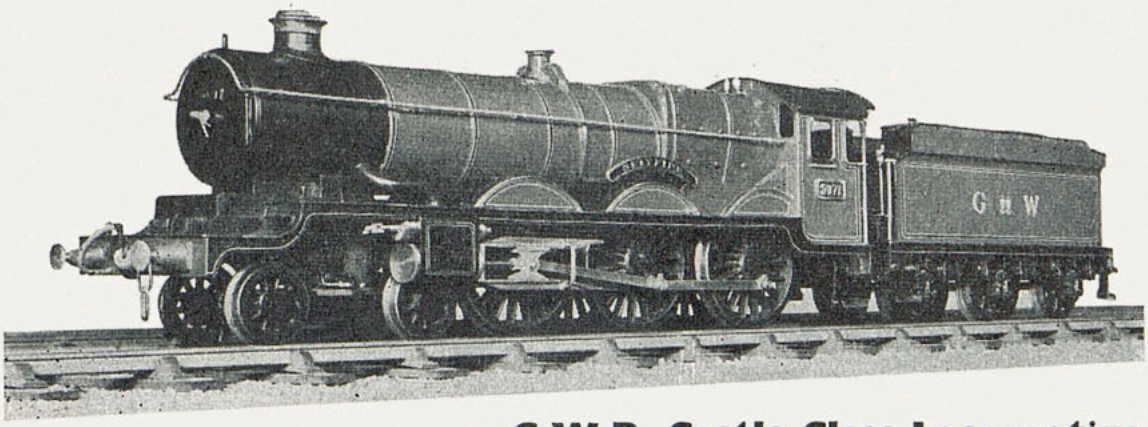


G.W.R. Castle Class Locomotive

This fine G.W.R. prototype is familiar to railway enthusiasts throughout the world. It is renowned, not only for its excellent standard of performance, but also for its fine proportions in the best G.W.R. tradition. This model faithfully reproduces the characteristics of the prototype and is an excellent model that will appeal to all admirers of Swindon design. This model incorporates all the features of the Prairie Tank Locomotive described opposite.

Specification (applies to all four locomotives)

Frames. Hard brass. **Wheels.** Cast-iron.

Bogies. Cast-iron wheels with brass frames.

Movement. Standard 12-volt D.C. Permanent Magnet Motor and Gearing, mounted in brass mainframes with bushed bearings for driving axles. The chassis is removable in one unit with cylinders and motion. 2 Rail or 3 Rail.

Tenders. Standard 4000-gallon type with the bodywork constructed throughout in hard brass, wheels in cast-iron, fitted to steel axles.

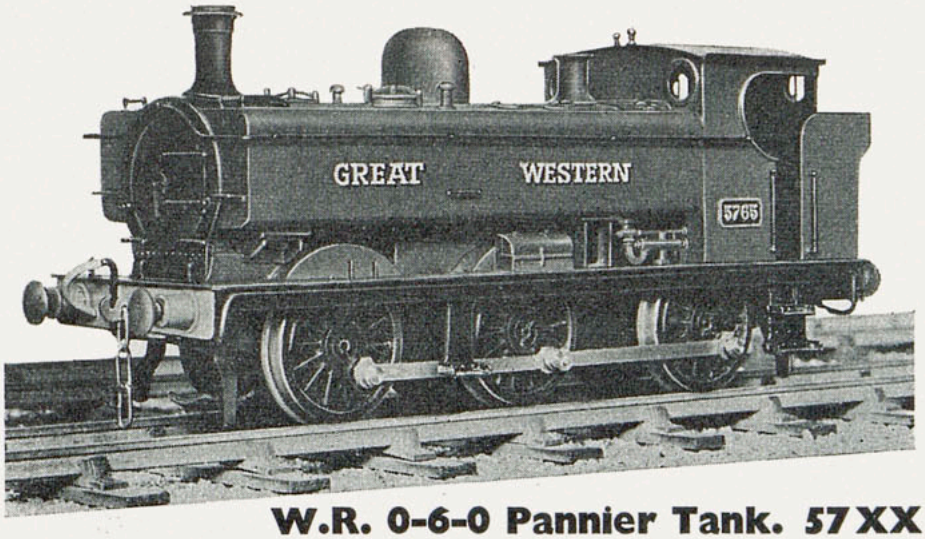
Finish. Hand built and hand painted throughout and finished in any style of livery to customer's individual instructions.

This model reproduces the characteristic powerful appearance of the famous prototype, which is such a worthy member of the handsome and successful series of 4-6-0 *locomotives on the G.W. system. It is the latest addition to our standard range and carries the distinctive 'G.W. Look' as successfully as the Castle.*

G.W.R. King Class Locomotive

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD



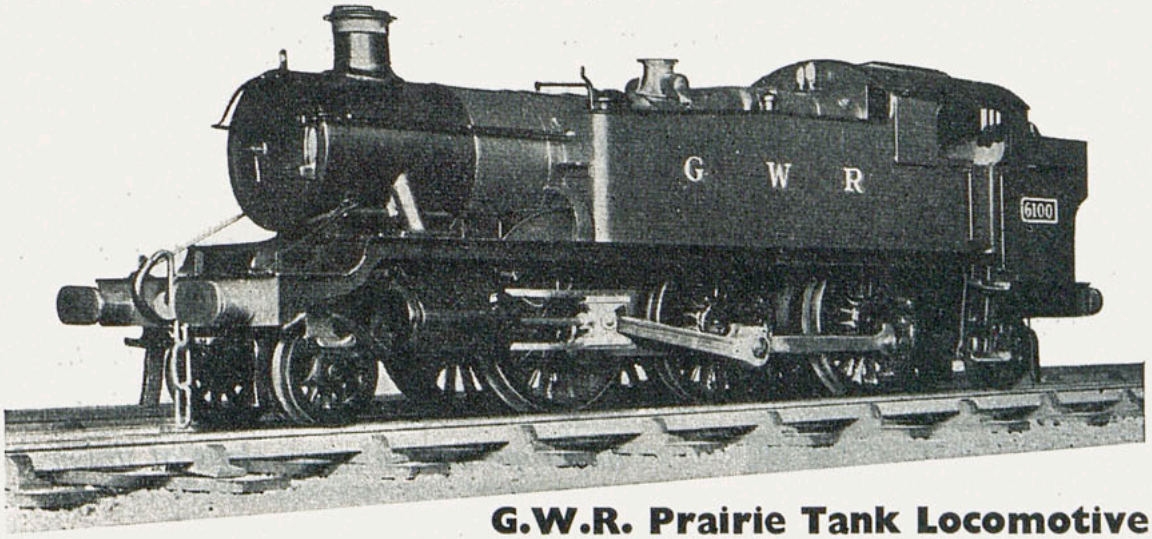
W.R. 0-6-0 Pannier Tank. 57XX Class

This neat little shunting tank locomotive was first built at Swindon in 1929 from the designs of Mr. G. B. Collett, and became the standard G.W.R. shunting tank and short distance freight engine, although they may be seen on passenger trains, except those numbered between 6,700 and 6,779, which are not vacuum fitted. Built in large numbers, these engines are seen all over the Western Region.

Prices

CASTLE CLASS LOCOMOTIVE **Length:** 18¼ in. **Weight** 4¾ lb.	£70. 0. 0.
KING CLASS LOCOMOTIVE **Length:** 19 in. **Weight:** 5¼ lb.	£80. 0. 0.
PANNIER TANK LOCOMOTIVE **Length:** 8½ in. **Weight:** 2½ lb.	£65. 0. 0.
PRAIRIE TANK LOCOMOTIVE **Length:** 11¼ in. **Weight:** 3 lb.	£64. 0. 0.

These locomotives are produced in an endeavour to satisfy the demand for locomotives superior to the standard range of quantity produced models listed on later pages but without the costly fine detail of the exhibition model. In each case the designs are made with special mechanisms so that there is "daylight" below the boiler and the mechanisms are made removable in one unit complete with cylinders and motion, thus facilitating all servicing. We believe that these models carry with them the atmosphere of the prototype and will have a considerable appeal to followers of the Great Western Railway.

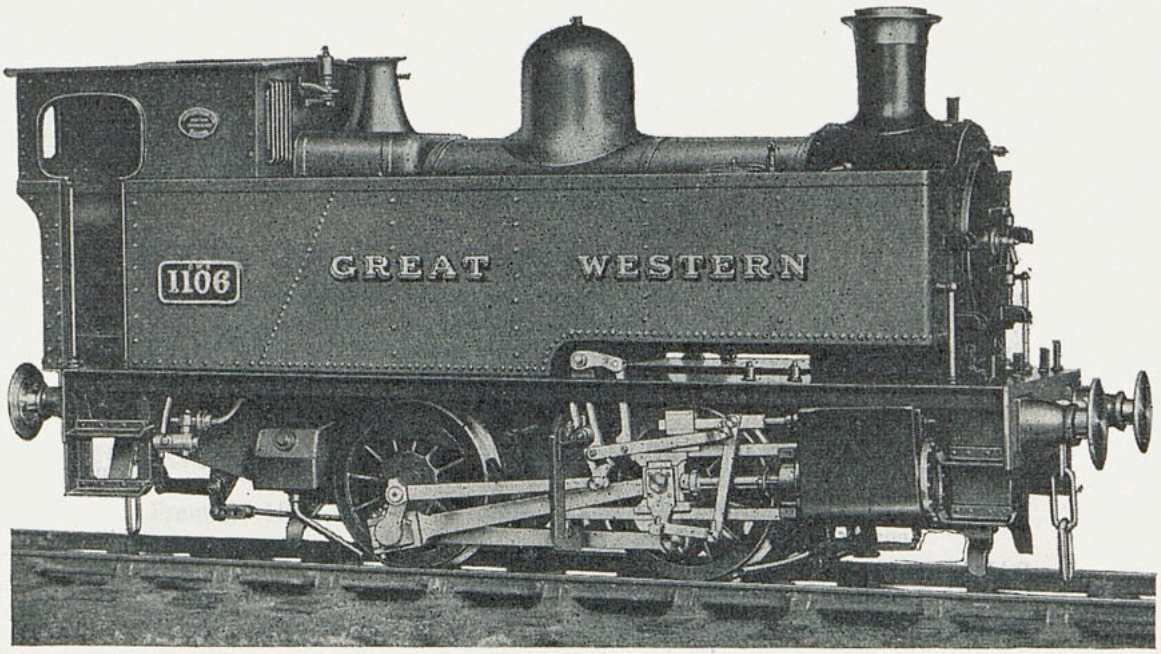


G.W.R. Prairie Tank Locomotive

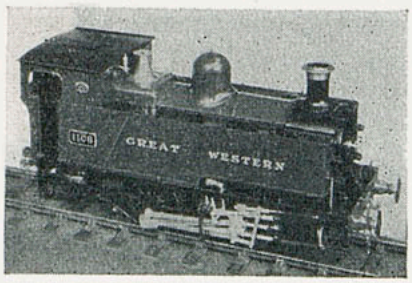
MODELS BY BASSETT-LOWKE

Super Detail Locomotive Models

BASSETT-LOWKE LTD.

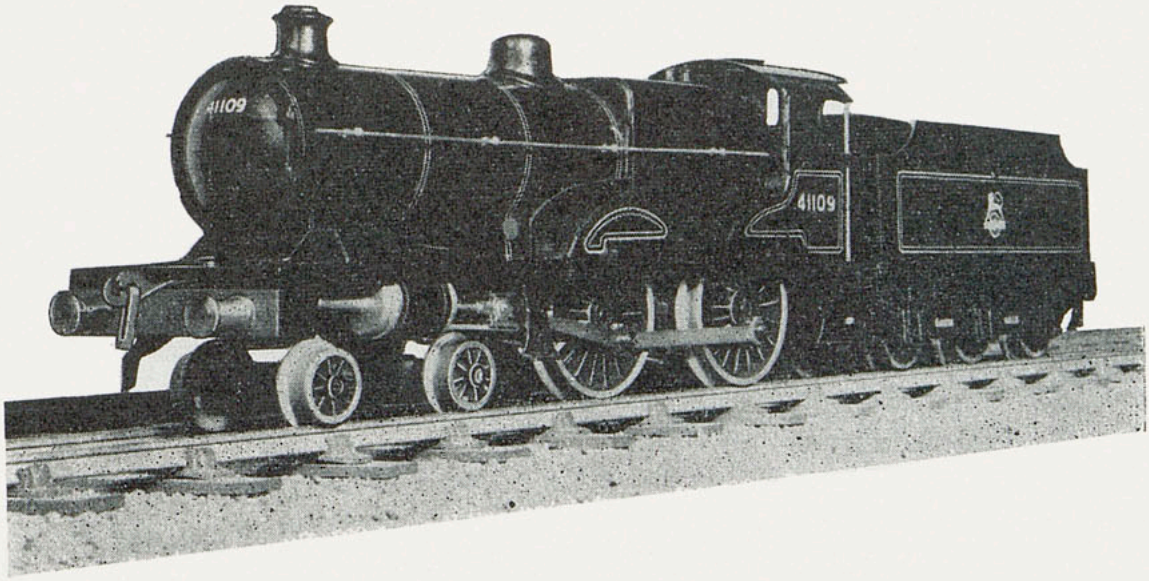


This photograph of a Gauge 'O' G.W.R. 0-4-0 *Tank is incapable of showing fully the delicately reproduced detail and line of our Model —that is why we usually have one in stock to show our clients. Obviously models in this class are higher priced than any of the standard locomotives in the list, being individually hand made throughout by master craftsmen. Each is a unique collector's piece of which their owner may justly be proud. We welcome the opportunity of quoting for any type in this same class of finish.*



By arrangement this specimen can be available for examination at our showrooms in London, Manchester or Northampton

MODELS BY
BASSETT-LOWKE



B.R. (L.M.R.) 4-4-0 Compound

This model of a famous locomotive will appeal to all who require a simple type of locomotive capable of negotiating small radius curves, and yet a powerful and pleasing line with outside cylinders.

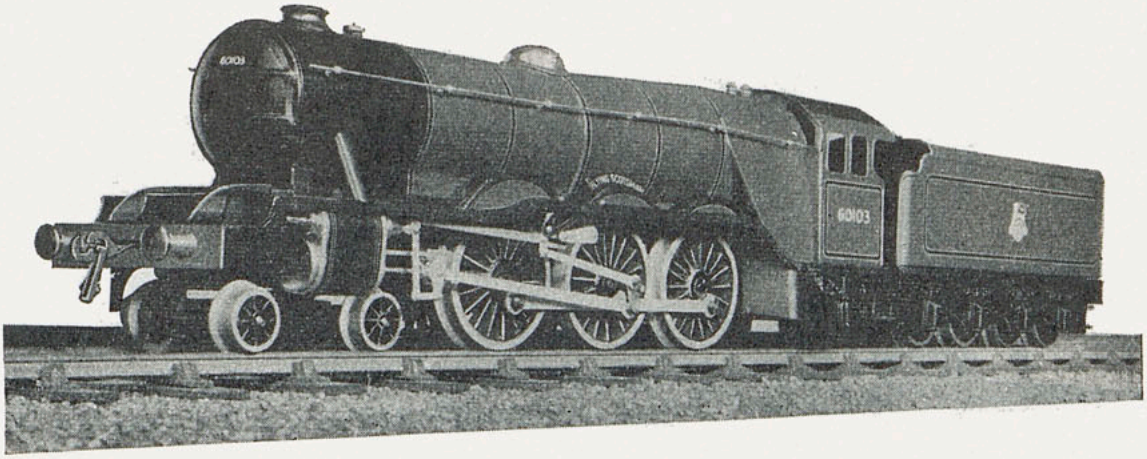
Our model is based on the 1923 *grouping development of the original "Derby" Compound introduced by the L.M.S. in* 1924. *They were built in vast numbers, and put to work on main line duties all over the L.M.S. system. Since then they have been replaced by larger engines, but many of them still take turns on important main line trains all over the L.M. Region and in Scotland. Our model reproduces in full the characteristic "Derby" outline and other features so beloved by Midland enthusiasts. It is finished in black, lined out in red and grey, a most pleasing finish.*

No. 5302/0	3 Rail	Price **£8. 18. 0.**
No. 2302/0	2 Rail	Price **£12. 13. 0.**

Specification

Frames. Steel plate, lithographed.
Wheels. Cast anti-friction metal, cast-iron driving wheels.
Bogies. Weighted and with ample clearance.
Movements. Electric, spur drive mechanism, 12 volts D.C.
Tender. 6-wheel pattern, with anti-friction metal wheels.
Finish. Lithographed in correct colours, the die castings being accurate to scale.
Length overall. 15 in. **Weight.** 3 lb. 8 oz.

MODELS BY
BASSETT-LOWKE



British Railways "Flying Scotsman"

One of the most famous of the best known class of Pacific Locomotives in this country is the "FLYING SCOTSMAN", which hauls the London to Edinburgh Express Train bearing the same name.

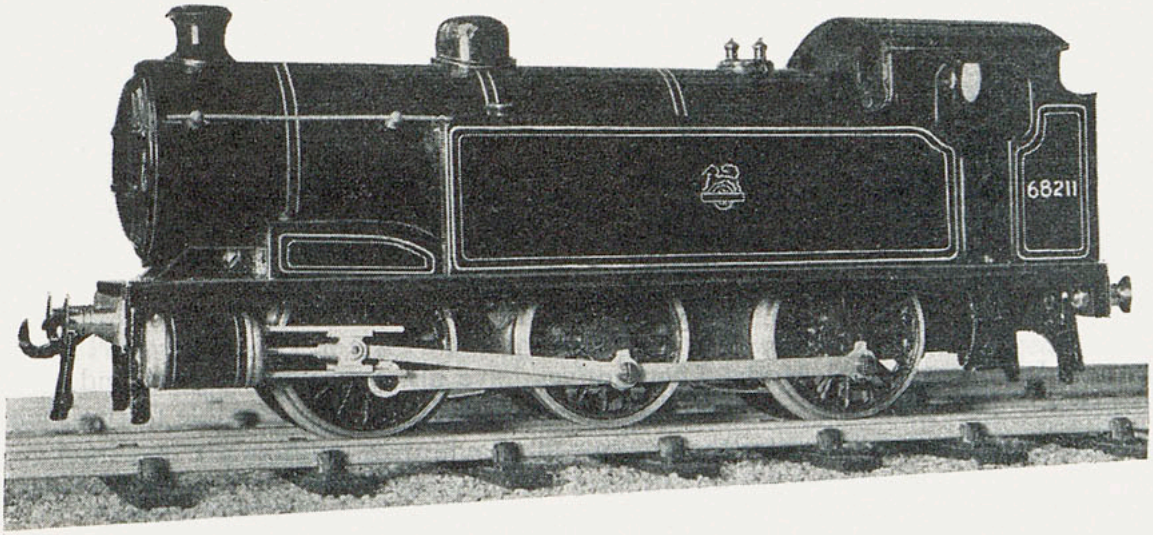
It may be safely stated that our Flying Scotsman is the most popular model in Gauge "O", as popular as its famous prototype. Throughout its life, apart from changes in colour (like the original), it has remained unchanged in appearance. The old G.N.R. with their (then) C.M.E. Nigel Gresley (later to become Sir Nigel Gresley) produced the first 4-6-2 Pacific loco. in 1922 at Doncaster. Since then many 4-6-2 types have been built of the classes A1, A2, A3 and A4, all of the same family and all working main line trains on the Eastern and Scottish Regions. Our model possesses the high-sided L.N.E.R. Tender and is finished in B.R. green finish. It is without doubt one of the best values in Gauge "O" locomotives, and is fitted with Vacuum Brake Pipes, Headlamps and Brackets, Smokebox Door Handles not shown in illustration.

No. 5310/0	Electric	3 Rail	Price **£30. 0. 0.**
No. 2310/0	Electric	2 Rail	Price **£36. 0. 0.**

Specification

Frames and Superstructure. Steel plate, lithographed.
Wheels. Cast-iron driving wheels; white metal bogies and tender wheels.
Bogies. Weighted and with ample clearance.
Movement. Electric, spur drive mechanism, 12 volt D.C.
Tender. 8-wheel pattern, with anti-friction metal wheels.
Finish. Lithographed in correct colours, the die castings being accurate to scale.
Length overall. 20¼ in. **Weight.** 5 lb.

MODELS BY BASSETT-LOWKE



Standard 0-6-0 Tank

We are proud of the handsome appearance of our 0-6-0 *model. It is a powerful model, fitted with a first-class mechanism, either clockwork or electric, and the provision of outside cylinders enhances its external appearance considerably.*

A 0-6-0 *Tank should be included on all model railways as it may be used for such a variety of duties, slow or semi-fast passenger trains, goods trains and also for shunting. As in actual practice—suburban and other short distance traffic can only be economically operated by tank engines—so in model train operations, with tank engines, movements may be reduced to a minimum. There is also the advantage that it is unnecessary to "turn the engine" at the end of the run. This standard tank has proved exceedingly popular over a period of years. It is now available in the B.R. black in either clockwork or electric, L.N.E.R. Although* 6 *coupled it will run on* 4′ *diameter curved track.*

No. 3305/0	Clockwork		Price **£8. 13. 6.**
No. 5305/0	Electric	3 Rail	Price **£18. 10. 0.**
No. 2305/0	Electric	2 Rail	Price **£21. 12. 6.**

Specification

Frames and Superstructure. Steel plate, lithographed.

Wheels. Cast anti-friction metal. (In electric models, cast-iron driving wheels.)

Movements. Clockwork, 6-coupled powerful spring motor, with latest pattern governors, reversing motion and brake actuated from rail or cab. Electric, spur drive mechanism, 12 volt D.C.

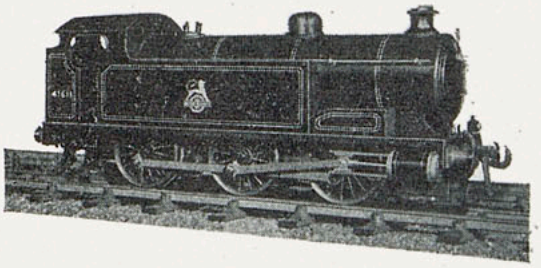
Finish. Lithographed in correct colours, the die castings being accurate to scale.

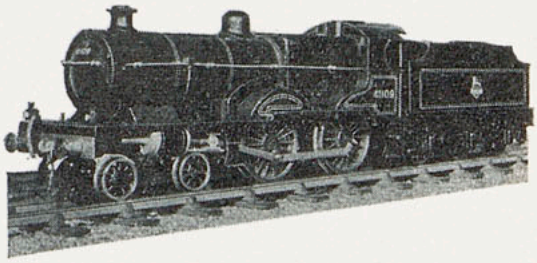
Length over Buffers. 9¾ in. **Weight.** 2 lb. 4 oz.

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

NUSCALE GAUGE "O"





Bassett-Lowke standard Model Locomotives have always been designed and constructed to give trouble-free running in all conditions—and it is possible to run such models at speeds much greater than a scale 90 m.p.h. over indifferently laid track. Until now the only alternative was to have locomotives built with fine scale wheels, with the need for a superlatively laid track and perfect running conditions.

In the "Nuscale" range, Bassett-Lowke "O" gauge locomotives are supplied with wheels finished to a new standard which introduces that "fine" look—yet they will operate on the standard track—and thus be interchangeable with any existing models. Not only are wheel treads and flanges much neater—bogie wheels are larger, tenders are close spring coupled, and on the simpler standard models additional details are included.

The illustrations on this page should be compared with those of the standard models on pages 15, 16 and 17.

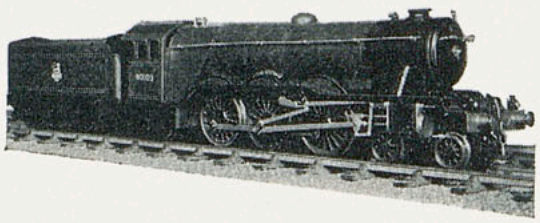
The cost of the "Nuscale" conversions vary with the model, but we offer the three models as illustrated at the following prices.

	3-Rail	2-Rail
Standard 0-6-0 Tank	£21. 5. 0.	£24. 10. 0.
Flying Scotsman	£36. 0. 0.	£42. 0. 0.
4-4-0 Compound	£15. 10. 0.	£18. 17. 6.

With these additional features the locomotives look equal in many respects to higher priced hand made models and will appeal strongly to the finer scale enthusiast.

They are not designed to travel at high speeds on indifferent permanent way but will perform well like their prototypes, at speeds representing up to 90 m.p.h. on reasonably well laid track with curves not less than 3 ft. radius.

We shall be pleased to quote prices for any other of our standard models in the "Nuscale" finish.



MODELS BY BASSETT-LOWKE

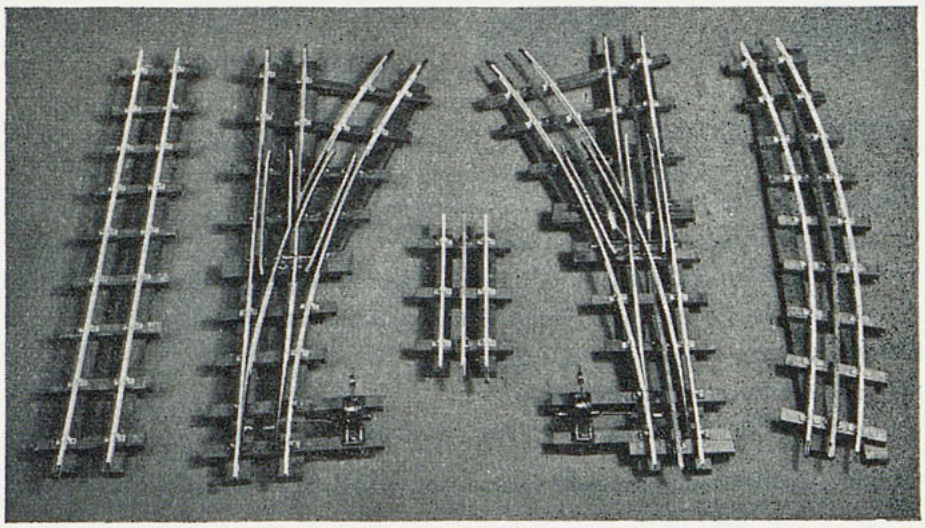
READY LAID PERMANENT WAY

This is the finest ready-laid track – well finished and strong – made with brass rail and die cast slide-on chairs. The sleepers and battens are clean cut and treated with a special compound which not only colours uniformly but protects suitably for permanent out-door use.

Although all model railways are improved by laying on a firm foundation, Bassett-Lowke Permanent Way is strong in itself and will ensure successful running even in difficult conditions.

This track is built with the materials shown overleaf – so that ready laid Bassett-Lowke Permanent Way or track built up from parts are *completely interchangeable.*

Moreover, track and points to any size or radius can be made to special order – a Bassett-Lowke service that provides for a model railway to be built to suit individual requirements. We shall be glad to quote on receipt of details.



No. 0 Gauge 1¼ inch	STANDARD Price	ELECTRIC 3-RAIL Price	ELECTRIC 2-RAIL Price
Straight track, 18 in. lengths	9. 4.	11. 6.	9. 4.
Curved or Straight distance pieces, 6 in.	4. 2.	5. 3.	4. 2.
Curved or Straight distance pieces, 12 in.	7. 2.	9. 3.	7. 2.
Curved track, 18 in. lengths, 3 ft. radius. (12 lengths to circle)	9. 4.	11. 6.	9. 4.
Curved track, 18 in. lengths, 3 ft. 3 in. radius. (13 lengths to circle)	9. 4.	11. 6.	9. 4.
Curved track, 9 in. lengths	5. 8.	6. 9.	5. 8.
Points (including hand-lever), 3 ft. or 3 ft. 3 in. radius, right-hand	£1. 14. 0.	£2. 0. 6.	£2. 5. 0.
Points ditto ditto left-hand	£1. 14. 0.	£2. 0. 6.	£2. 5. 0.
Y points, 12 in. long	£1. 16. 6.	£2. 4. 4.	£2. 9. 6.
Parallel points (including hand-lever), 2 ft. long, right-hand	£1. 19. 10.	£2. 11. 6.	£3. 0. 0.
Parallel points ditto ditto left-hand	£1. 19. 10.	£2. 11. 6.	£3. 0. 0.
Crossovers (including hand-lever), 2 ft. long, right-hand	£3. 17. 6.	£4. 12. 6.	£6. 5. 0.
Crossovers ditto ditto left-hand	£3. 17. 6.	£4. 12. 6.	£6. 5. 0.
Double Junction, 2 ft. 6 in. and 3 ft. 3 in. radii, right or left hand	£8. 5. 9.	£10. 4. 9.	£12. 0. 0.
Straight or Curved Lengths fitted with terminals		14. 6.	12. 6.

All Permanent Way Points can be supplied fitted with Point Motors at the following extra charges:—

Points (1 motor)	£1. 10. 0. extra
Parallel Points (1 motor)	£1. 10. 0. extra
Crossover (1 motor)	£1. 12. 0. extra
Double Junctions (2 motors)	£2. 17. 6. extra

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

SCALE PARTS TO BUILD YOUR TRACK

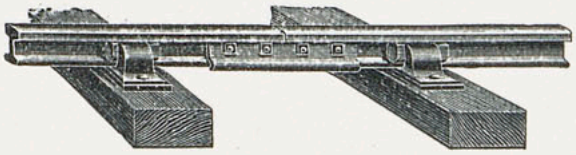
These are the parts from which you can build any kind of permanent way. You can lay it with a sleeper spacing of 1½ in. centres. Or you can try the less expensive method with a wider spacing for sleepers. Our standard ready laid track for example is laid with sleepers spaced at 2 in. centres.

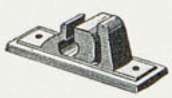
We supply the rail in either brass or steel. Brass rail is particularly recommended for electric model railways since it is a better conductor for electricity than steel. It is also advisable to use it for out-of-doors systems because it is entirely unaffected by weather conditions. The steel rail is finished with a galvanised surface so that it will not rust under normal indoor conditions.

All other components such as the various types of chairs, point levers, etc., are made of non-ferrous metal and are equally suitable for use indoors and out.

Our sleepers and longitudinal battens are of wood, treated with a special compound by which they are made weather-proof.

For conductor rail, chairs would only be required for every third sleeper.





SLIDE ON CHAIRS

CONDUCTOR RAIL CHAIRS

RAILS
Solid Drawn Steel of correct section, with clean cut, squared ends, in 36 in. lengths. Per doz. 6/9
Solid Hard Rolled Brass, correct bull-head section, specially hardened, in 36 in. lengths. Per doz. 17/9

FISHPLATES
Of spring brass; bright brass finish for brass track, and black bronzed for steel. Per doz. 1/8

SLIDE ON CHAIRS With cast key in position; exact fit on rails. Price per dozen 1/- per 100 8/2

CONDUCTOR RAIL CHAIRS The latest pattern chair for use with standard bull-head rail. Price per doz. 2/9

SLEEPERS. 3 in. long, of good sound wood, treated with special compound. Per 100 6/6

HOLDING-DOWN SPIKES. Brass. Per 500 8d.

PANEL PINS. For attaching sleepers to battens. Per 500 8d.

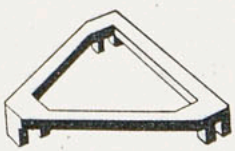
LONGITUDINAL BATTENS for mounting track. These are of same quality and finish as our sleepers, 36 in. lengths. Per doz. 12/-

SLEEPER WOOD. Useful for point construction where special length sleepers are required. ⅜×¼ in., 36 in. lengths. Per doz. 9/-

TRACK PUNCH. Hollow nose for driving spikes. 2/-

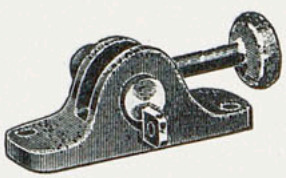
"PERWAY" POINT LEVER. A very neat model designed to the latest practice. Length overall, 1⅜ in.; width of base, ½ in. 4/3

"SIMPLEX" GAUGE FOR TRACK LAYING

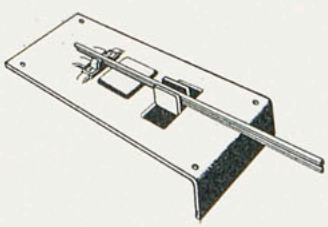


Holds rails in position while being spiked down. On curves automatically increases the gauge in proportion to the radius.

Price 2/3



"PERWAY" POINT LEVER



CHAIR FIXING TOOLS

A very useful aid to track building, which replaces the task of attaching slide on chairs to the rail to a minimum. Supplied with instruction sheet.

Price 3/10

CONDUCTOR CHAIR JIG

Similar in design to above, for facilitating construction of Electric Track

Price 3/10

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

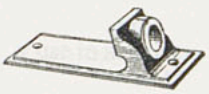
CHECK RAIL CHAIRS for POINTS

With cast key in position (as illustration) chemically coloured, WITH WOOD KEYS. Price per doz. **2/9**

SLIDE CHAIRS for POINTS

As illustrated. Made specially for switch construction.
Price per doz. **2/7**

Without pin, but drilled for screw fixing.
Price per doz. **2/7**



We also recommend the purchase of our pamphlet "LAYING PERMANENT WAY", an illustrated Brochure describing the methods of track construction and including a diagram for a standard point. This very useful booklet is written by an expert and is published at Price **9d.**

TO START YOUR RAILWAY

Construct your permanent way track from these realistic parts.

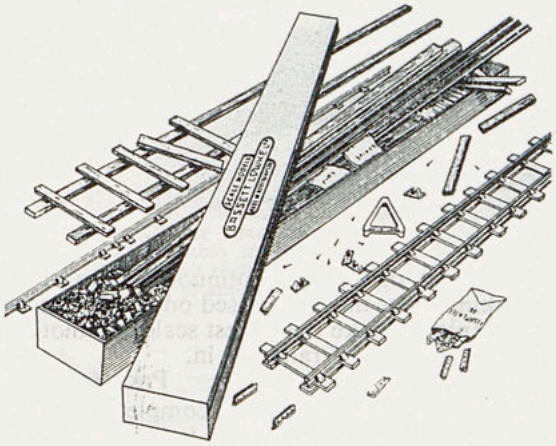
Each set contains the materials for building 18 ft. of solid metal rail track suitable for use indoors and outdoors. The parts are made to withstand years of wear and weather.

An Instruction Booklet with clear *illustrated* information, together with special jigs and tools, are supplied in the set, so that you need only simple home tools to start your railway now.

For clockwork and steam operated systems out-of-doors, or electric operation indoors, set "A" with steel running rail is suitable and economical too.

For out-of-doors electric railways or extensive use indoors, brass rail (set "B") is strongly recommended.

TRACK PART SETS



For making 18 ft. of realistic Permanent Way.

12 36″ lengths rail.	12 battens.
12 fishplates.	"Laying Permanent Way".
216 chairs.	Track Gauge.
108 sleepers.	Chair fixing jig.
500 spikes.	Punch.
500 panel pins.	

	Price
Set "A" (with steel rail) ..	**£2. 15. 0.**
Set "B" (with brass rail) ..	**£3. 6. 0.**
Set A/E for electric traction ..	**£3. 13. 0.**
Set B/E for electric traction ..	**£4. 4. 0.**

(including 6 36″ brass conductor rails, 36 conductor rail chairs).

POINT PARTS

Parts for making up the track into right or left hand turnout points comprise ready-assembled blades and frogs, check and slide-rail chairs, sets of sleepers, a point lever and connecting rod.

Price (in brass) **28/6**

State whether right hand or left hand turnout is required.

POINT BLADES AND FROGS ONLY. Ready-made parts which will simplify point construction. For right- or left-hand Points, Brass or Steel Rail. **13/-**

PERMANENT WAY DRAWINGS Gauge No. 0 (1¼ in.)

Prepared to assist model makers in using Standard No. 0 Gauge Track Material in special lay-outs. Full size.

6 ft. Diameter Circle, Angle or Crossing, 1 in 3.5

B.L. 1 R.H. Points .. ..
B.L. 2 L.H. Points .. ..
B.L. 3 Parallel Points, Right or Left Hand ..
B.L. 4 Diamond Crossing .. .. ..
B.L. 5 Trailing Crossover .. .. ..
B.L. 6 Facing Crossover .. ..
B.L. 7 Scissors Crossover .. .. ..
B.L. 8 Single Slip Points .. ..
B.L. 9 Double Junction R.H. .. .. ..
B.L. 10 Double Junction L.H. .. .. ..

8 ft. Diameter Crossing Angle, 1 in 4

P.W.11 R.H. Points .. ..
P.W.15 Trailing Crossover .. .. ..
P.W.17 Scissors Crossover .. .. ..
P.W.13 Parallel Points .. ..
P.W.16 Facing Crossover .. ..
P.W.18 Single Slip .. ..

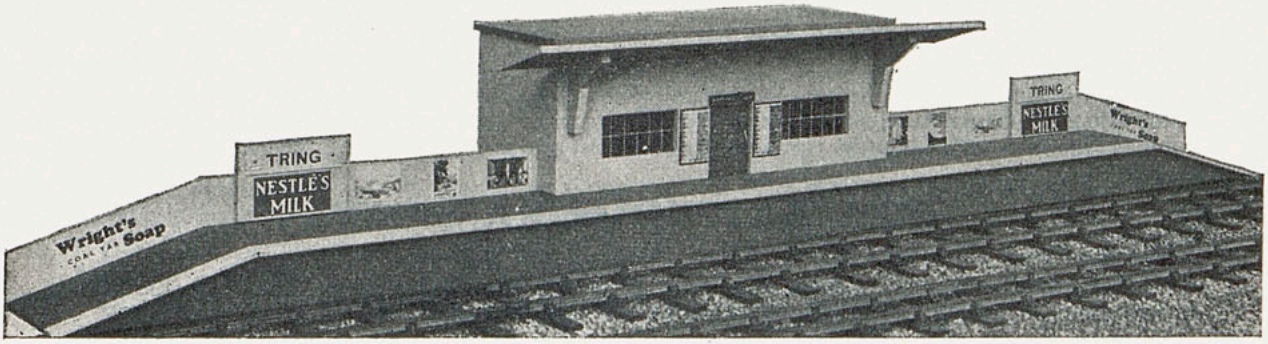
Price per drawing **3/-**

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

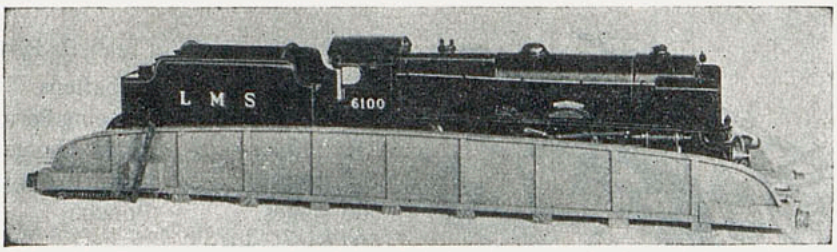
STATIONS AND LINE-SIDE FEATURES

COUNTRY STATION



This important Model Railway accessory is of simplified design, based on contemporary style of concrete construction.

Length	34 in.	Length of building only	10 in.
Width of platform ..	3 in.	Height of building	5 in.
Width over building ..	6 in.	No. 1007/0	Price **£5. 10. 0.**

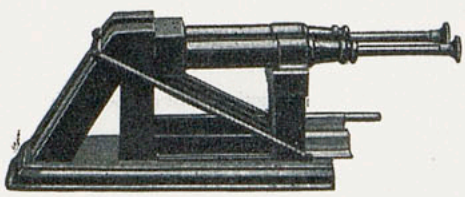


TURNTABLE

This is an indispensable accessory for terminus station layout, or for non-continuous tracks where it is required to turn locomotives round for forward working. Our model is based on latest modern British Railways practice. Our illustration shows that the table will take the largest scale locomotive. Painted Grey. Length 22 in., width 4 in., height 2¼ in. Diameter of rails 22½ in.
No. 1010/0. Price **£6. 0. 0.**

The Turntable Set comprises the unit illustrated above, rail and chairs to lay a complete circle on which the table revolves, two locking plates and the control pin. The turntable is designed to be laid direct on to the railway baseboard. No pit or well is required.

BUFFER STOPS



HYDRAULIC PATTERN

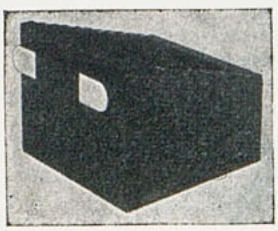
A type of stop in use on Main Line railways at most British Terminal Stations. This all-metal model has spring-loaded buffers that act in a similar manner to the prototype.

No. 9017/0. Price **21/-**

SLEEPER-BUILT STOP

Sleeper-built Buffer Stop. This type of stop is in general use on all English Railways. The model is in wood and is designed to be screwed down to the railway baseboard. After fixing, it should be filled with ballast as in actual practice.

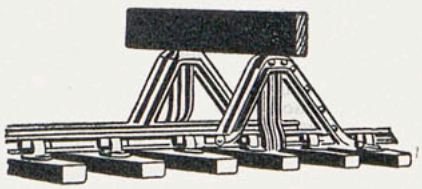
No. 9015/0. Price **15/-**



RAIL-BUILT STOP

This buffer is in general use on all railway systems. The model is made from brass castings and is supplied mounted on brass or steel rail.

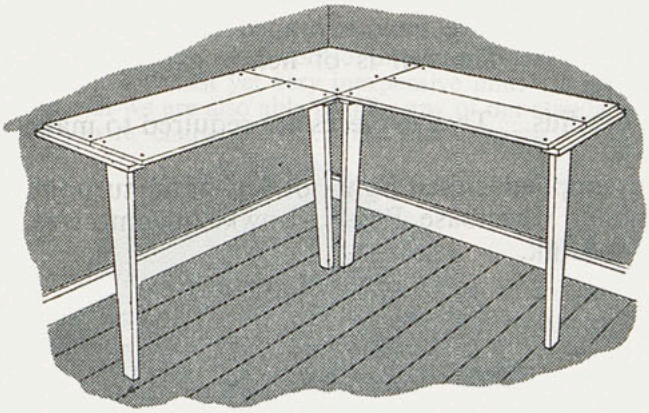
Supplied for Permanent Way track only. No. 9016/0. Price **£1. 9. 6.**



MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

LOWKO LEAN-TO SHELFING



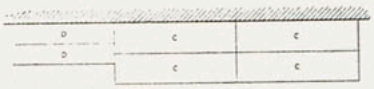
This adaptable shelfing is neat in appearance and can be fitted to any part of the room.

The usual table top suitable for model railways is cumbersome for use in a small room. 1 6′×4′ table is too large for a 12′×12′ room, but two walls of this same room devoted to shelves accommodates a greater footage of track without introducing into the useful room space.

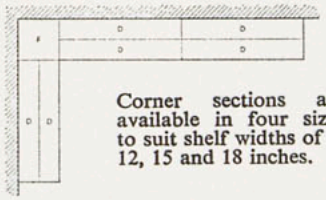
The thought of erecting shelves conjures up visions of mutilated walls and tedious woodwork—but **Lowko Lean-to Shelfing,** in ready-made parts, can be erected in a few minutes with a screwdriver only.

Strong and lightweight, it is fixed in position by one screw only to each leg. The screw itself is thin so that it would not leave a noticeable hole in the floor should the shelfing be removed.

Units are designed to lean against the wall and if the back edges are faced with felt or cloth there will be no damage to paper or other wall finish.

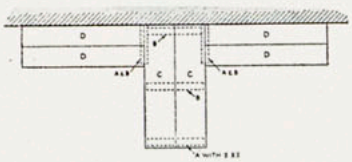


Shelfing can be widened to accommodate station layouts, goods sidings, etc.



Corner sections are available in four sizes to suit shelf widths of 9, 12, 15 and 18 inches.

It is quite simple to negotiate chimney breasts or other projections in the wall by overlapping units.



If an extension into the centre of the room is needed for a terminus layout this is the order of assembly.

STRAIGHT SHELFING SETS

To construct 12 feet straight shelfing 9″ wide:

	£	s.	d.
5 Legs @ 10/- @ ..	2	10	0
5 Crossbearers @ 3/6		17	6
4 36 inches×9 inches Shelf Units @ 12/6	2	10	0
	£5	17	6

To construct 12 feet straight shelfing 12″ wide:

	£	s.	d.
5 Legs @ 10/- ..	2	10	0
5 Crossbearers @ 3/6		17	6
8 36 inches × 6 inches Shelf Units @ 8/6 ..	3	8	0
	£6	15	6

To construct 12 feet straight shelfing 15″ wide:

	£	s.	d.
5 Legs @ 10/- ..	2	10	0
5 Crossbearers @ 3/6		17	6
4 36-inches × 6-inches Shelf Units @ 8/6 ..	1	14	0
4 36-inches × 9-inches Shelf Units @ 12/6	2	10	0
	£7	11	6

To construct 12 feet straight shelfing 18″ wide:

	£	s.	d.
5 Legs @ 10/- ..	2	10	0
5 Crossbearers @ 3/6		17	6
8 36-inches × 9-inches Shelf Units @ 12/6	5	0	0
	£8	7	6

CORNER SHELFING SETS

To construct 12 feet of 9″ shelfing with corner section:

	£	s.	d.
6 Legs @ 10/- ..	3	0	0
6 Crossbearers @ 3/6	1	1	0
4 36-inches × 9-inches Shelf Units @ 12/6	2	10	0
1 9-inches × 9-inches Corner Unit		5	6
	£6	16	6

To construct 12 feet of 12″ shelfing with corner section:

	£	s.	d.
6 Legs @ 10/- ..	3	0	0
6 Crossbearers @ 3/6	1	1	0
8 36-inches × 6-inches Shelf Units @ 8/6 ..	3	8	0
1 12-inches × 12-inches Corner Unit ..		7	6
	£7	16	6

To construct 12 feet of 15″ shelfing with corner section:

	£	s.	d.
6 Legs @ 10/- ..	3	0	0
6 Crossbearers @ 3/6	1	1	0
4 36-inches × 9-inches Shelf Units @ 12/6	2	10	0
4 36-inches × 6-inches Shelf Units @ 8/6 ..	1	14	0
1 15-inches × 15-inches Corner Unit @ 10/6		10	6
	£8	15	6

To construct 12 feet of 18″ shelfing with corner section:

	£	s.	d.
6 Legs @ 10/- ..	3	0	0
6 Crossbearers @ 3/6	1	1	0
8 36-inches × 9-inches Shelf Units @ 12/6	5	0	0
1 18-inches × 18-inches Corner Unit ..		12	6
	£9	13	6

STANDARD SHELFING UNITS

A. Legs 34½″ long 10/- ea.
B. Cross-bearers 17″ long 3/6 ea.

WEYROC SHELF SECTIONS

C. 36″×9″ wide 12/6 ea.
D. 36″×6″ wide 8/6 ea.

WEYROC CORNER SECTIONS

E. 9″×9″ 5/6 ea.
F. 12″×12″ 7/6 ea.
G. 15″×15″ 10/6 ea.
H. 18″×18″ 12/6 ea.

Plastic Edging Strip for Shelves in Black, Green, Red or White.
100-inch coil 3/6

Tube of Impact Adhesive—sufficient for fixing edging strip 1/9

MODELS BY BASSETT-LOWKE

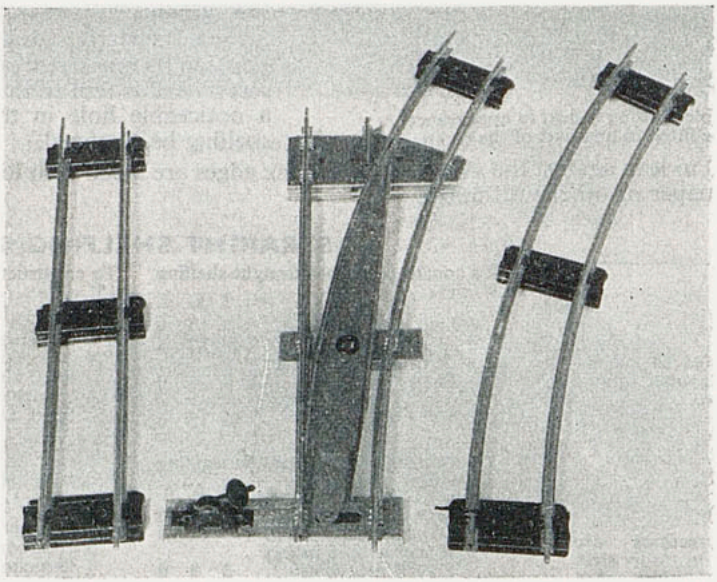
BASSETT-LOWKE LTD

TINPLATE TRACK

To meet the demand for a lower priced track we have arranged for production of best quality English-made Tinplate Track. The rail is of heavy gauge, bright tinned steel, secured to black steel sleepers.

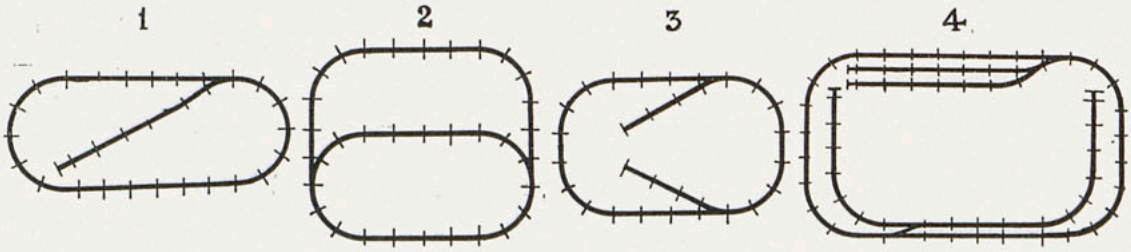
The curves are made to a standard 2 ft radius. Twelve pieces are required to make the full circle.

Points are to the same radius and are supplied either right- or left-hand turnout. This track is only suitable for the smaller wheelbase Bassett-Lowke locomotives, i.e. the L.M.S. Compound and the 0-6-0 Tank.



	Price
Straight Rails. 10¼ in. long, per length	1/3
Curved Rails. 13¼ in. long, per length	1/3
Points, Right or Left Hand, 12¾ in. long, each Point	5/11

We regret being unable to supply Tinplate Track with Electric Conductor Rail.



TINPLATE TRACK FORMATIONS

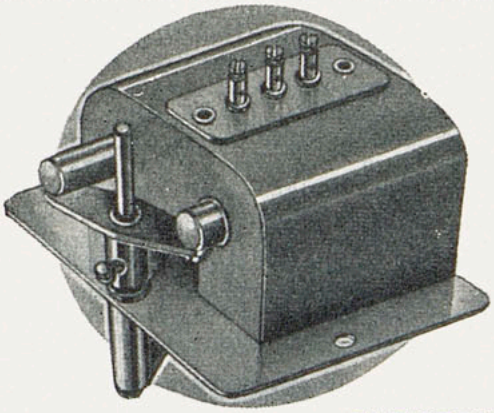
		Price
1.	Set comprising 12 curved rails, 16 straight rails, 1 left hand point. Size overall 9′ 2″ × 4′	£2. 0. 0.
2.	Set comprising 16 curved rails, 16 straight rails, 1 right hand point, 1 left hand point. Size overall 7′ 6″ × 6′ 6″	£2. 10. 0.
3.	Set comprising 12 curved rails, 14 straight rails, 1 left hand point, 1 right hand point. Size overall 7′ 6″ × 4′ 11″.	£2. 2. 6.
4.	Set comprising 19 curved rails, 40 straight rails, 2 left hand points, 2 right hand points. Size overall 10′ 10″ × 6′ 6″	£5. 5. 0.

For hydraulic pattern buffer stops to include with above see page 22.

MODELS BY BASSETT-LOWKE

REMOTE CONTROL OF POINTS AND SIGNALS

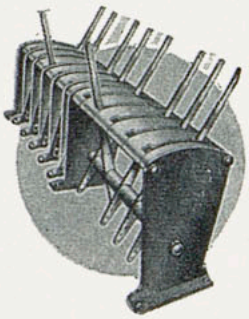
Electrical operation of points and signals is a considerable advantage, since it is possible by use of the items illustrated to control an entire model railway system from a central position. The point motor is a robust yet very inexpensive unit. It is available separately for installation on existing layout or we are also able to offer any of our standard permanent way points or parallel points fitted at an extra charge of 30/-. The extra charge for cross-overs is 32/- and double junctions which require two point motors are 57/6.



ELECTRIC POINT MOTOR

This may be used for Point Operation as shown in illustration on left, or for the working of Signals as shown on the right.

For use on
12 volts D.C. Price **25/-**



ELECTRIC LEVER FRAMES

These very neat frames are fitted with electric contacts for wiring to point motors, and are supplied in four standard assemblies:—

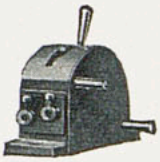
4 Lever Frame, Price **13/6**
6 Lever Frame, Price **20/-**
8 Lever Frame, Price **27/-**
12 Lever Frame, Price **40/6**

SWITCHES

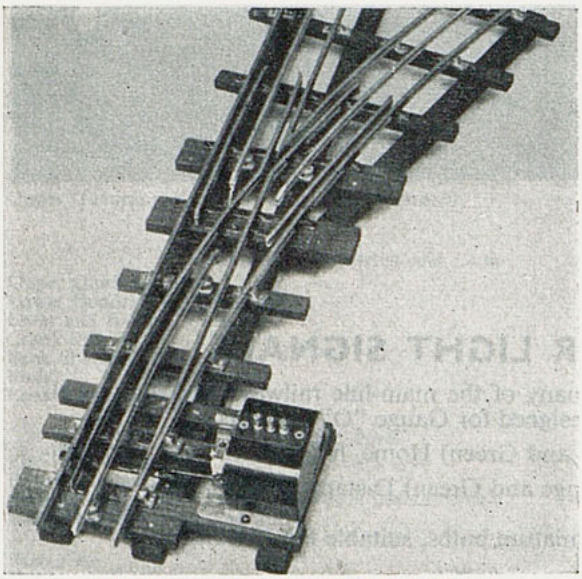
With these interchangeable units, switching frames can be built up to any desired form, to include for point motor operation, track sectioning, lighting, etc.

The red switch—one way—on or off—for lighting and sectioning.
418 5/3

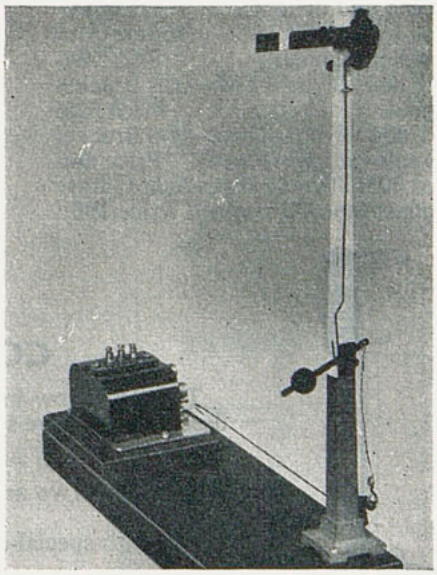
The Black switch—double impulse—used for operating point motors for remote control points, semaphore signals and uncoupling ramps.
449 6/8



The yellow switch—two way on—for colour light signals.
438 6/8



STANDARD PERMANENT WAY POINT

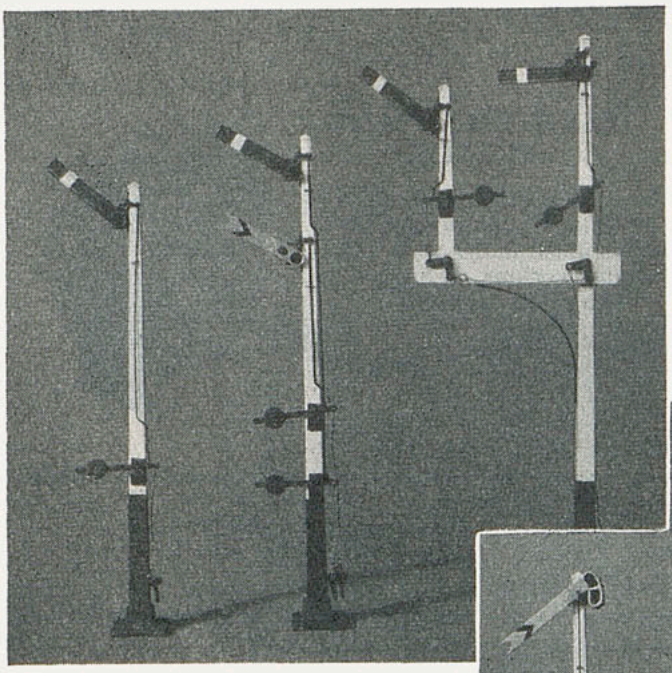


SIGNAL WITH POINT MOTOR ATTACHED

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

BEST QUALITY SCALE MODEL SIGNALS



UPPER QUADRANT

PRICES

No. 8801/0. Single-Arm Signal, Home or Distant. Height 8 in. Price **25/-**

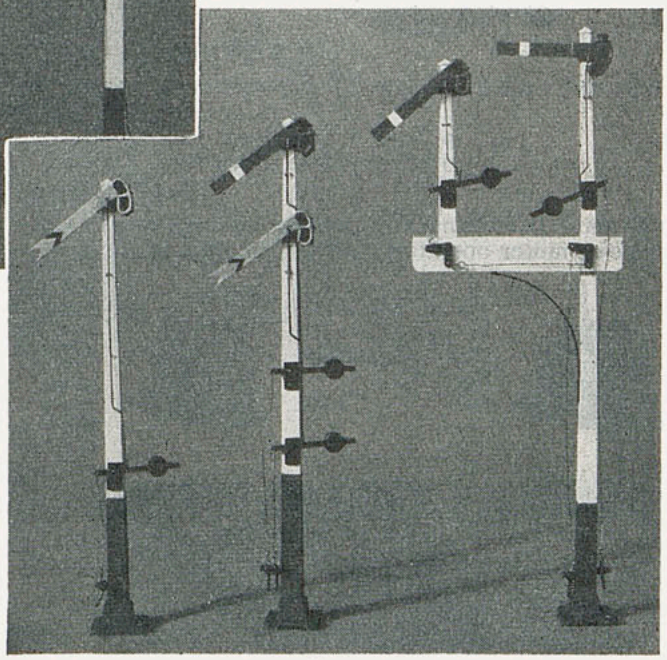
No. 8801a/0. Double-Arm Signal, Home and Distant on one post. Height 8½ in. Price **45/-**

No. 8802/0. Double-Arm Bracket Signal, Home or Distant. Height 9½ in. Price **49/-**

No. 8803/0. Two-Arm Bracket Signal. Home or Distant. Height 9½ in. Price **52/6**

No. 8804/0. Three-Arm Bracket Signal (*not illustrated*). Price **66/-**

No. 8805/0. Four-Arm Gantry Signal (*not illustrated*). Price **105/-**



LOWER QUADRANT

PRICES

No. 801. Type—Single-Arm Signal, with transparent red and green spectacles. Price **25/-**

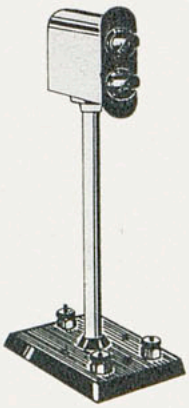
No. 801/2. Type—Double-Arm (home and distant). Price **45/-**

No. 802. Type—Double-Arm Bracket Signals. Price **49/-**

No. 803. Type—Two-Arm Bracket Signals. Price **52/6**

No. 804. Type—Three-Arm Bracket Signals (*not illustrated*). Price **66/-**

No. 805. Type—Four-Arm Gantry Signals (*not illustrated*). Price **105/-**



COLOUR LIGHT SIGNALS

These are now in use on many of the main-line railways and the models described here are specially designed for Gauge "O" railways.

No. 8152/0. Two aspect (Red and Green) Home, height 4 in. Price **25/-**

No. 8142/0. Two aspect (Orange and Green) Distant, height 4 in. Price **25/-**

Fitted with special-quality miniature bulbs, suitable for 12 volts.

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

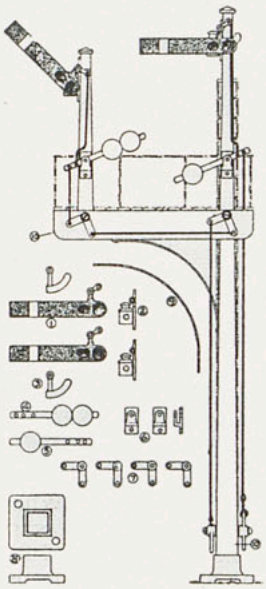
Sets of Parts and Accessories for

SEMAPHORE SIGNALS

Without question the addition of well made signals brings a finished and characteristic appearance to any model railway.

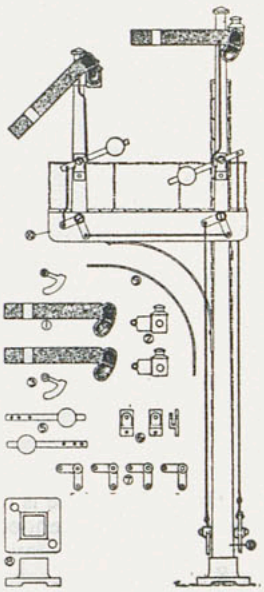
The parts listed below are the same as those used for making the signals shown on the opposite page. They will appeal to all those who base their layouts on pre-nationalisation practice, being authentic in style and proportion.

The sets of parts are supplied with full size construction drawings and are available in upper or lower quadrant types.



UPPER QUADRANT

Single Arm. Home or Distant. Price **21/-**
Double Arm. Home and Distant. Price **33/6**
Double Arm Bracket. Home or Distant. Price **42/-**



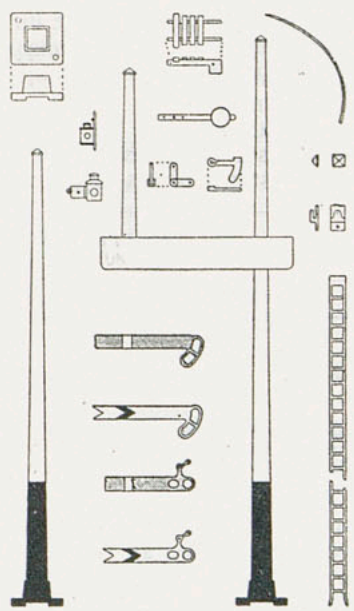
LOWER QUADRANT

Single Arm. Home or Distant. Price **21/-**
Double Arm. Home and Distant. Price **33/6**
Double Arm Bracket. Home or Distant. Price **42/-**

SEPARATE COMPONENTS

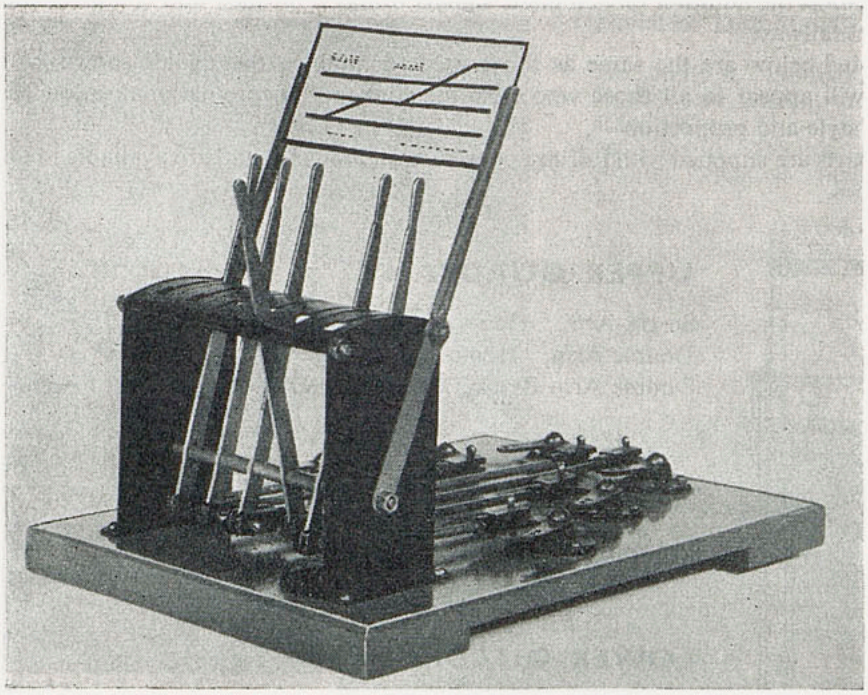
All the scale parts illustrated are finished and painted ready for assembly. They are designed expressly with a view to simplicity of erection and efficiency of working, and both Lower and Upper Quadrant types are available.

		Price
Arm and Spectacle with Spindle		
Either Home or Distant Lower Quadrant as illustrated	each	5/6
Upper Quadrant ,Home or Distant, as illustrated	each	5/6
Combined Arm Bracket and Lamp		
Upper Quadrant type		1/11
Lower Quadrant type (below)		1/11
Lever and Balance Weight		1/11
Crank (below)		1/-
Back Shade		1/-
Finial		1/-
Lever Bracket (below)		1/-
Signal Posts		
Finished Post, painted white, Single Arm type		5/-
Fitted with base-plate and finial		7/6
Finished Post, painted white, Two-arm Bracket type		8/6
Fitted with base-plate and finial		11/6
Base-plate		1/9
Platform		1/9
Supporting Bracket		1/-



MODELS BY BASSETT-LOWKE

"LOWKO" LEVER FRAME FOR POINT AND SIGNAL OPERATIONS



This lever frame is designed to enable frames to be built to any required number of levers. When the railway is extended, the number of levers can be increased quite easily, it being only necessary to use three new stay bolts of the length required. The chart below details the parts required for 6, 8 and 12 levers. Frames or the parts may be purchased separately according to individual needs.

Diagrams are not supplied for parts or finished frames, these should be drawn on stout card and cut to fit the diagram holders according to size of frame.

PRICES

Lever 801/14	6d.	Diagram Holders 801/19	6d.
Quadrants 801/11	1/6	Point Rodding 24 in. lengths ..	10d.
End Frames 801/13	5½d.	Bell Cranks 801/2	1/2
Stays with nuts	7½d.	Fork Joints 801/5	10½d.
Short distance pieces 801/17 ..	2½d.	Point Rod Guides 801/3	6d.
Long distance pieces 801/15	2½d.	Couplings 801/4	7½d.

	Lever 801/14	Quadts. 801/11	End Frames 801/13	Stays with nuts	Short dist. pieces 801/17	Long dist. pieces 801/15	Diagram Holders 801/19
6 Lever Frame	6	6	2	3 No. 801/6	2	5	2
8 „ „	8	8	2	3 No. 801/8	2	7	2
12 „ „	12	12	2	3 No. 801/12	2	11	2

Complete Set of Parts	6 LEVER 16/-	8 LEVER 20/-	12 LEVER 28/6
Finished Frame, as illustrated, on wood base but *without* ground gear	„ 31/6	„ 40/6	„ 58/6
Finished Frame, as illustrated, on wood base but *with* ground gear ..	„ 69/-	„ 90/-	„ 132/-

To construct larger lever frames we recommend the use of multiples of the above. For example, in the case of a sixteen lever frame two sets of eight lever frames would be used. The four End-frames would be placed so that they supported the quadrants between the 6th and 7th and 10th and 11th levers. The stays may be cut to length from standard 12 in. lengths. The threads are quite easily cut and 7 BA. dies can be supplied for the purpose.

MODELS BY BASSETT-LOWKE

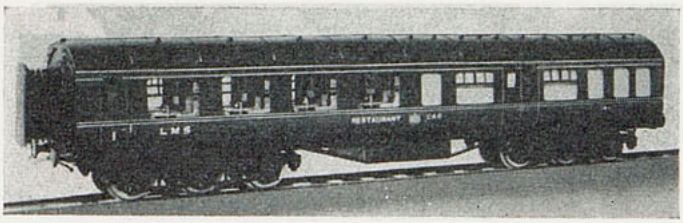
BASSETT-LOWKE LTD

PASSENGER STOCK

The range of Passenger Rolling Stock offered on this page provides the means of forming trains comprising authentic types of coaches and vans.

They are the product of many years' specialised experience in this field. In quality and finish they are unexcelled at their prices.

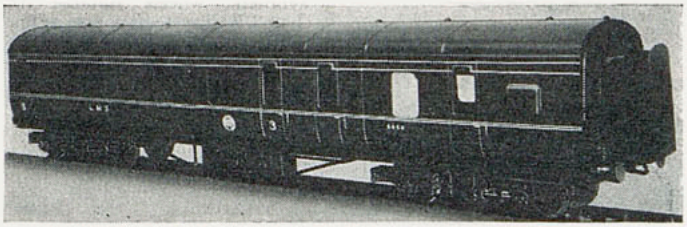
There is a wide selection of standard production types from which to choose, but it will be appreciated that it is not practical to keep in stock all types available.



L.M.S. RESTAURANT CAR

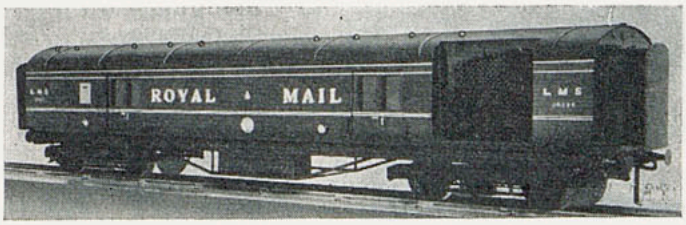
This vehicle is complete with tables and seats and main interior detail, while the external appearance is so characteristic that it is an essential addition to every model express train.

Supplied fitted with 4-wheel bogies only.



L.M.S. SIDE CORRIDOR BRAKE END

A most familiar vehicle and one of the series of side corridor coaches that were in very general use over the L.M.S. system.



L.M.S. TRAVELLING POST OFFICE

The advent of the Railways Mail Van ushered in the era of rapid transit for long distance postal services and overnight deliveries.

TYPES AVAILABLE NORMALLY FROM STOCK

L.M.S.

Main Line Vehicles

Side corridor, end doors.
3rd class brake end.
3rd class. 1st class.
Composite class sleeping car.
Restaurant car kitchen, 1st.
Centre corridor, full 3rd.
Centre corridor, full 1st.
Centre corridor, 3rd, brake end.
Centre corridor, 1st brake end.

Suburban Vehicles (Bogie)

Full 3rd class.
3rd class, brake end.
Composite class.

G.W.R.

Main Line Vehicles

Side corridor, end doors.
3rd class, brake end.
Full 3rd. Full 1st.
Restaurant car, composite class
Centre corridor, full 3rd.

Suburban Vehicles (Bogie)

Full 3rd class.
3rd class, brake end.
Composite class.

Prices from £6. 15. 0. each. According to type.

All vehicles can be supplied fitted with synthetic wheels for 2-Rail.

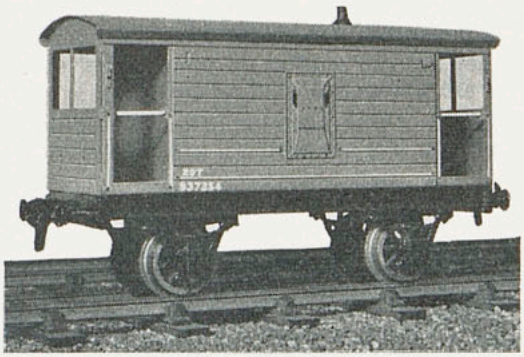
ALL BOGIES ARE OUR ALL-STEEL FRAME PATTERN 616/0 DETAILED ON PAGE 32.

MODELS BY BASSETT-LOWKE

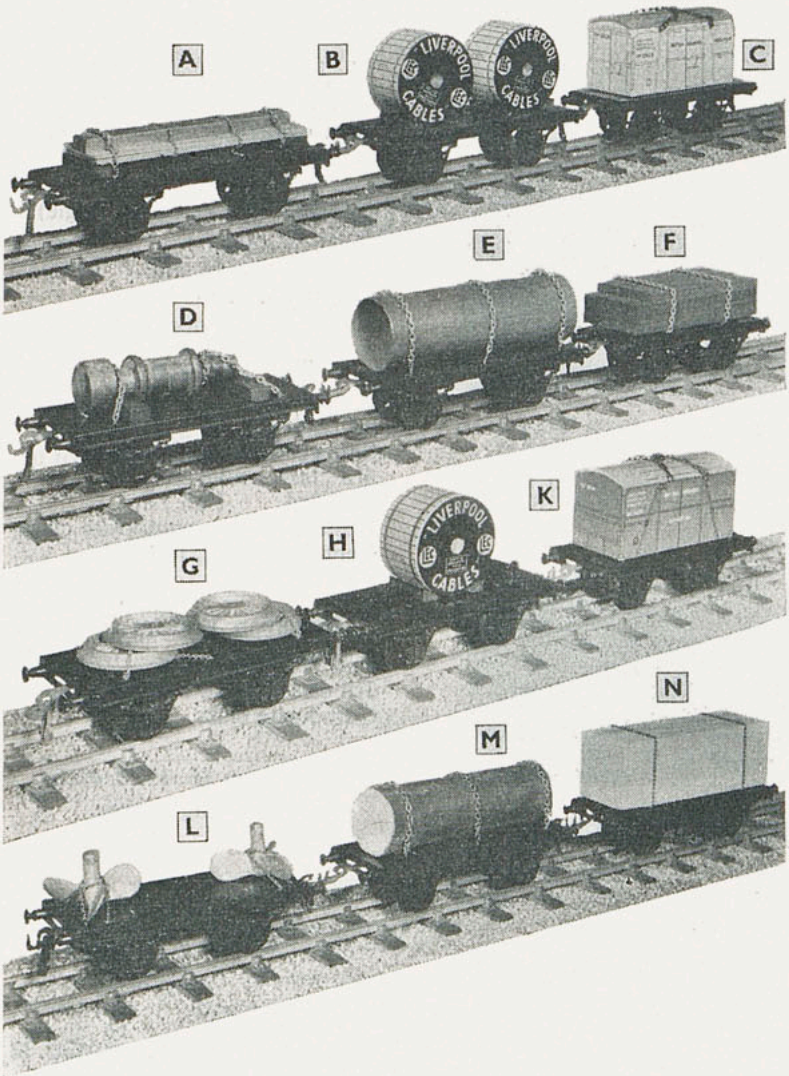
BASSETT-LOWKE LTD

GOODS ROLLING STOCK – *All steel construction*

For our series of lithographed steel Rolling Stock, we have introduced an up-to-date, long wheel-base Goods Break Van in the new grey livery. It is fitted with correct-type axle boxes, anti-friction metal wheels and standard couplings.



GOODS BRAKE VAN No. 1364/0 Price **14/-**
With Synthetic Wheels for 2-Rail **13/-**



SPECIAL LOAD VEHICLES

All steel construction with solid cast buffers, steel couplings, and synthetic wheels suitable for 2- or 3-Rail systems coarse or fine scale.

A	Metal plate and bars on long frame ..	7/-
B	Two cable drums on long frame ..	11/6
C	Meat container on short frame	9/6
D	Machinery castings on short frame* ..	9/11
E	Tube on long frame ..	8/-
F	Sleepers on short frame ..	7/-
G	Locomotive driving wheels (4) on short frame ..	7/6
H	Single cable drum on short frame ..	9/11
K	Furniture container on short frame ..	9/6
L	Ship's propeller on short frame	9/11
M	Log on long frame ..	7/6
N	Timber baulk on long frame	7/6

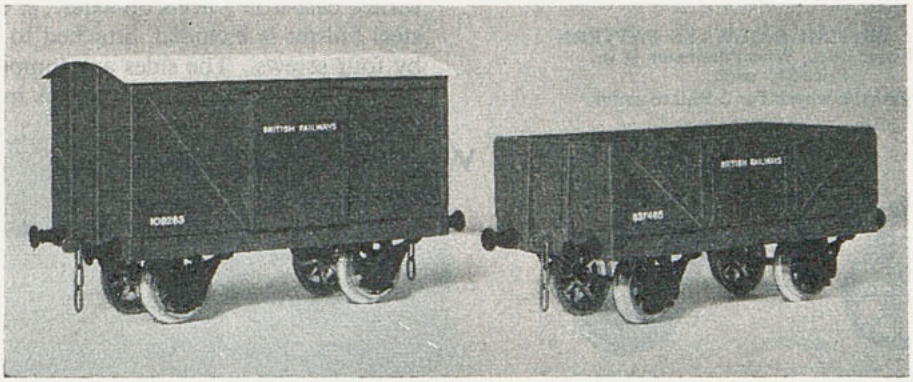
* The type of Casting varies and may not be as illustration.

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

BEST QUALITY WOOD ROLLING STOCK

COMPLETE BUILDING KITS



OPEN VAN

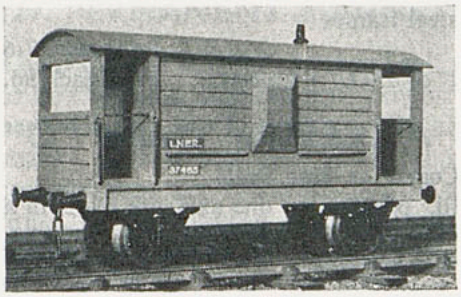
Set of parts **£1. 1. 0.**
With synthetic wheels for 2-Rail **19/-**

COVERED VAN

Set of parts **£1. 10. 0.**
With synthetic wheels for 2-Rail **£1. 8. 0.**

BRAKE VAN

Set of parts **£1. 19. 0.**
With synthetic wheels for 2-Rail **£1. 17. 0.**

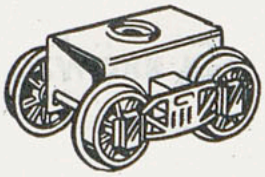


The satisfactory construction of model goods wagons depends largely on the use of good-quality timber. We offer sets of parts which include well-seasoned wood parts, ready cut to finished size and shape, and lined to represent planking where necessary. Finished wheels on axles, die-cast axle boxes, buffers, couplings. strappings and transfers for British Railways lettering and numbers.

Fully detailed illustrated instructions are supplied with each set of parts.

WAGON UNDERFRAMES

Ideal for making special vehicles as above. Pressed steel and fitted with synthetic wheels on axles (fine or coarse scale) complete with solid cast buffers and steel couplings. Short $5\frac{3}{4}$", overall or long $6\frac{1}{4}$" overall wheelbase pattern. Price **5/6**



HIGH CAPACITY WAGON BOGIE

Die Cast Spoked Wheels in pressed steel frame.

Wheels .. .. $\frac{7}{8}$" diameter
Wheel Centres .. .. $1\frac{1}{2}$"

Price Each Bogie **4/6**—**9/-** per pair.

DIAMOND FRAME WAGON BOGIE

This bogie is typical of many in use on British rolling stock. It has side frames and stretcher die cast in white metal and is fitted with turned cast-iron spoked wheels on steel axles.

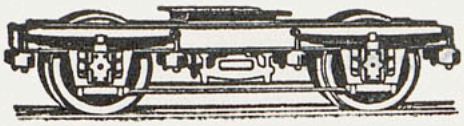
Price, per bogie **25/-**

If fitted with synthetic wheels for 2-Rail .. .. **10/6** each

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

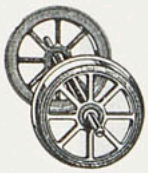
PASSENGER COACH BOGIES



No. 616/0. BRITISH RAILWAYS PATTERN
Wheel base 2½in., Wheel diameter $\frac{13}{16}$ in.
Price 21/- each.
With synthetic wheels for 2-Rail to order.

Well-designed Passenger Coach Bogies of great strength, with die-cast fittings riveted on anti-friction alloy axle boxes. Disc pattern turned cast-iron wheels on axles. A detachable steel bolster is included, attached to the coach by four screws. The sides are compensated so that the bogie adapts itself to track inequalities.

SPOKED WAGON WHEELS ON AXLES



Spoked Wagon Wheels

Disc Wheels

WF/o. Die Cast .. .. Price **1/7**
WCF/o. Turned Cast Iron .. Price **9/9**

COACH WHEELS ON AXLES

TS/o. Turned Steel, Disc Pattern. $\frac{13}{16}$ in. dia., per pair .. .. Price **6/-**

MFD/o. Die Cast, Disc Pattern, $\frac{13}{16}$ in. dia., per pair .. .. Price **2/-**

The Prices quoted per pair are for two wheels on one axle.

LOCOMOTIVE BOGIES

As fitted to our standard locomotives. Die-cast wheels in steel frames.

Wheel Centre, 1¾". Wheel Diameter, 23/32" or 21/32". Price each **7/6**

Die Cast Spoked Wheels only as fitted to above. 21/32" or 23/32" diameter. Price each **9d.**

NEW "SYNTHETIC" WHEELS ON AXLES for Gauge "O"

Disc Pattern for Coaches or Wagons. Coarse or Fine Scale

These new wheels, offered at the amazingly low price of 1/1d. per pair on one axle, are made in a tough non-brittle synthetic. Pressure formed in accurate moulds, they are true and smooth running, and offer less resistance than metal wheels. They are practically indestructible and show no signs of wear after considerable use.

The design was developed and produced in association with members of the Gainsborough Model Railway Society who have carried out severe service condition tests on the Society's extensive track.

Many hours and actual miles running have proved the material to be right for the purpose.

This perfect accessory for 2-rail systems will be found equally serviceable and economical in use on all types of layouts. Supplied in Coarse Scale (27.5 mm. back-to-back) or B.M.R.S.B. Fine Scale.

PRICE per Pair (2 wheels on an axle) **1/1**

WAGON, CARRIAGE AND BUILDING DRAWINGS (Gauge 0)

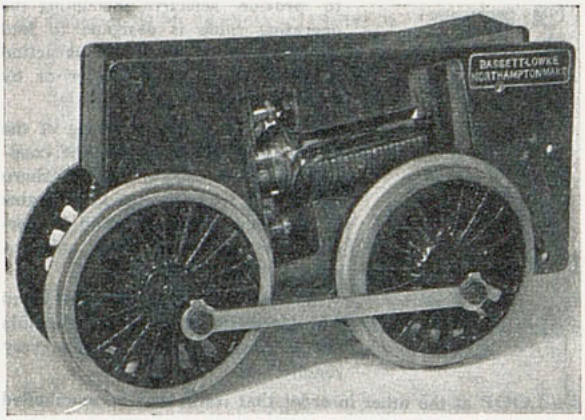
	WAGONS	*Type*	*Price ea.*
W001	Open High and Low	4 wheels	1/3
W002	Twin Timber Truck	„	1/3
W003	Cattle Truck (small)	„	1/3
W004	Lime and Cement Wagon	„	1/3
W005	Box Wagon	„	1/3
W005a	Caledonian Box Wagon	„	1/3
W005b	G.W.R.	„	1/3
W006	Oil Tank Wagon	„	1/3
W007	L.N.W. Carriage Truck	„	1/3
W008	G.W.R. Brake	„	1/3
W009	N.E.R. 10-ton Brake	„	1/3
W010	L.N.W. 20-ton Brake	6 wheels	1/3
W011	Midland 20-ton Brake	„	1/3
W016	G.W.R. Banana Van	4 wheels	1/3
W017	30-ton Rail Truck	Bogie	1/3
W018	30-ton H. cap Open	„	1/3
W019	Bogie Boiler Trolley	„	1/3
W020	L.N.W.R. Carr. Truck	„	1/3

	WAGONS	*Type*	*Price ea.*
W021	N.E.R. 40-ton Hopper	Bogie	1/3
W025	Large Oil Tank	„	1/3
W026	Machinery or well-truck	4 wheels	1/3
W028	G.N.R. Goods Brake	8 wheels	1/3
W030	L.N.W. Horse Box	4 wheels	1/3
	COACHES		
C 101	Pullman Coach (8-wheel)		3/-
C 70	G.N.R. 12-wheel Dining Car		3/-
C 71	„ 8-wheel Corridor Coach		3/-
C 74	„ „ Brake-End		3/-
C 40	M.R. 8-wheel Coach		3/-
C 85	L.M.S. (L.N.W.) Bogie Corridor Coach		3/-
	BUILDINGS		
P 98	Goods Shed		3/-
P 99	3-Span Girder Bridge		3/-
P 97	Locomotive Shed (1 engine)		3/-
P 94	Loco. Shed (Gable end)		3/-

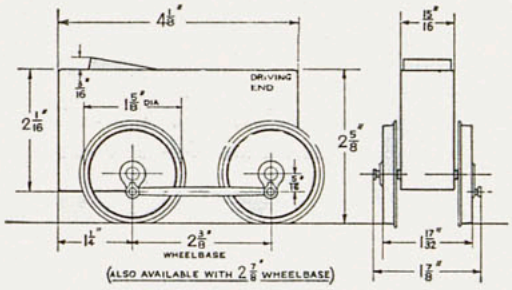
MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

CLOCKWORK AND ELECTRIC LOCOMOTIVE MECHANISMS



4 coupled permag.



12v. PERMANENT MAGNET MECHANISM

The standard Permag. Motor Unit fitted to all our electric mechanisms is acknowledged to be the most efficient and powerful unit ever produced for Gauge "O". The permanent magnet is of a high-grade alloy and will retain full magnetic power for many years. The Brush gear is of an improved design and the laminated armature and commutator are of finest-quality materials throughout. The motors are mounted in brass frames having bushed bearings for the steel axles on which turned cast-iron driving wheels are fitted.

No. 1462/0 4-coupled Mechanism. 3-rail Price **£7. 10. 0.** 2-rail Price **£10. 12. 6.**
No. 1463/0 6-coupled Mechanism. 3-rail Price **£16. 0. 0.** 2-rail Price **£19. 2. 6.**
48 × 48 or 53 × 58 mm. Wheelbase

ACCESSORIES FOR ELECTRIC MECHANISMS

Carbon Brushes. Standard Type. **11d.** each

CLOCKWORK KEYS

For Bassett-Lowke clockwork locomotives. Square ended pattern as used in the latest type mechanisms. Price **3/7**

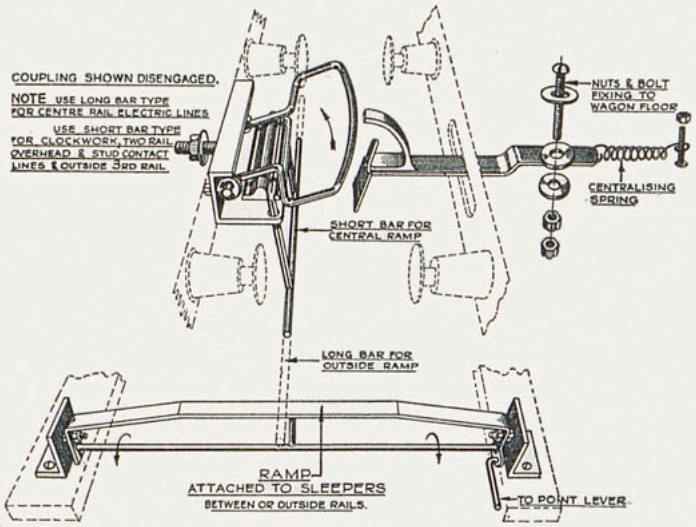
ACCESSORIES FOR STEAM LOCOMOTIVES

Wicks and Washers. Price **1/4**
Fibre Washers. Price **10d.**
Rubber Washers. Price **1/4**

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

AUTOMATIC COUPLINGS


COUPLING SHOWN DISENGAGED.
NOTE USE LONG BAR TYPE FOR CENTRE RAIL ELECTRIC LINES
USE SHORT BAR TYPE FOR CLOCKWORK, TWO RAIL OVERHEAD & STUD CONTACT LINES & OUTSIDE 3RD RAIL
NUTS & BOLT FIXING TO WAGON FLOOR
CENTRALISING SPRING
SHORT BAR FOR CENTRAL RAMP
LONG BAR FOR OUTSIDE RAMP
RAMP ATTACHED TO SLEEPERS BETWEEN OR OUTSIDE RAILS.
TO POINT LEVER

We have recently developed a new fitting for Gauge "0" which can be used on 2- or 3-rail tracks.

It will operate in either direction, and to provide selective uncoupling the operating ramp is designed to fold down when not in use. This action can be either by hand lever or by remote electric control.

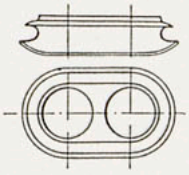
Because of the long overhang of the larger Passenger Coaches the coupling will not be fully effective on sharp curves, and we recommend that trains of passenger coaches should be permanently coupled with only an automatic LOOP at each end.

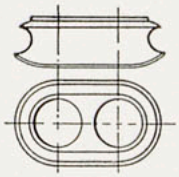
If locomotives and tenders are fitted with HOOKS only, it will be possible to operate passenger trains very readily.

Goods wagons should be fitted with a HOOK at one end and a LOOP at the other in order that trains may be marshalled freely as in actual railway practice.
This new Automatic Coupling was demonstrated on a hump shunting yard at the Model Railway Club Show and proved to be very efficient for gravity shunting as well as for ordinary sidings work.

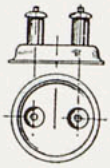
Set of Couplings for One Vehicle (Hook & Loop) .. .. .. Price **12/-**
Loop only **8/-**
Hook only .. .. Price **4/-**
Hand operated Ramp (for 2 or 3-rail Track) **24/-**

CHIMNEYS, DOMES, SAFETY VALVES


26/81/0


26/88/0

62/5/0

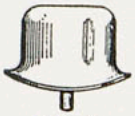

66/51/0

66/40/0

26/81/0. "Duchess" Double Chimney .. .. Price **4/-**
26/88/0. "Royal Scot" Double Chimney **4/-**
62/5/0. Guards Van Lamp Bracket .. .. **4d.**
66/51/0. "Standard" Pop Valve with round base .. Price **2/-**
66/40/0. Hand Rail Knob .. **6d.**

26/54/0

26/62/0


66/54/0

66/29/0

26/15/0

26/54/0. Flying Scotsman Chimney .. .. Price **2/-**
26/62/0. L.M.S. Jubilee Cs. 2-6-4T (Stanier) Chimney .. **2/-**
66/34/0. Dummy "Pop" Valves, L.M.S. **1/6**
66/54/0. L.M.S. Compound Dome .. .. .. Price **2/-**
26/15/0. "Flying Scotsman" Dome **2/-**
66/29/0. "Duchess" Chimney (original single pattern) **2/-**

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

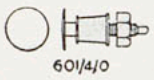
LOCOMOTIVE MOUNTINGS		Price
2-6-0 type Chimney	each	1/3
Prince Charles type Chimney ..	each	1/–
L.M.R. 2-6-2 Tank type Chimney ..	each	1/3
L.M.R. Compound type Dome ..	each	1/3
Prince Charles type Dome	each	1/3
Cab Roof Ventilators (as fitted to M.R. Locos)	each	5d.

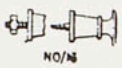
WHEELS (Locomotive)		
Die cast W.M. 14 spokes, 1½" dia. ..	each	10d.
Set of 6 (4 flanged, 2 flangeless) ..	per set	4/–
Die cast W.M. 14 spokes, 1 7/16" dia. ..	each	10d.
Set of 6 (4 flanged, 2 flangeless) ..	per set	4/–
(Even if not used on locomotives, a small heap of these wheels makes an excellent load for a vehicle, or a lineside feature.)		

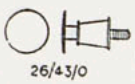
BUFFER BEAM PLATES		
2⅜" × ⅜" Pierced for buffers and slotted for coupling	each	6d.

CYLINDERS (as fitted to L.M.R. Compound)		
⅞" long × ⅝" dia. Body only with slide bars	each	3/–

VALVE MOTION PARTS		Price
Rocking Link Frames (as used on our L.M.S. and L.N.E. models with Walschaert gear)	per pr.	1/6
Eccentric Rods, 1⅞" centres	per pr.	10d.
Oscillating Lever, 1 3/16" centres ..	per pr.	2/–
Crank Pins, slotted head, screwed 6 B.A. dia. under head, ⅛" finished blued steel		
S.1. lengths under head 3/32" ..	each	6d.
S.2 „ „ „ 5/16" ..	each	6d.
S.3 „ „ „ 3/16" ..	each	6d.
Similar finish Pin for valve motion 5/64" dia. under head, 3/64" long under head, screwed 10 B.A.	each	6d.
Coupling Rods 60 mm. centres ..	each	6d.
Wagon Brake Hangars	per pr.	10d.
End Steps for coaches or wagons ..	each	3d.
Axleboxes and Springs as fitted to our 616/0 Bogie (B.R.) 1½" long	each	8d.
Axleboxes and Springs for coach bogies, 1¼" long		8d.
Door Frames for Covered Vans, 1 3/16" high by ¾" wide	each	2d.



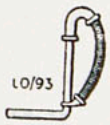




			Price
WO/12	Oval Buffer for Wagon with screwed shank and nut ..	Per set of 4	3/4
WO/13	Oval Buffer with wood screw (Both upper right hand illustration.)	Per set of 4	2/8
601/4/0	Round spring Buffer with screwed shank and nut	each	2/6
26/43/0	Solid Round Buffer with screwed shank	each	6d.

		Price
601/12/0	Oval Spring Buffer for coach or wagons brass finished nickel, complete with screwed shank and nut ..	3/6
WB/10	Wagon buffer with pin shank each	5d.
601/15/0	Hook and Chain only	1/–
OW/0	Dummy organ pipe whistle ..	1/4
BW/0	Whistle, bell type	11d.
62/68/0	Louvre pattern ventilator	4d.
33/5/0	Dummy Tank Air Cock	6d.
66/47	Valve guide	8d.
62/4/0	Torpedo type ventilator	4d.
33/7/0	Tank Hose connector	6d.
33/6/0	Milk tank cock	6d.
66/50	Loco. headlight (white or red bull)	1/6

SUNDRIES



			Price
66/45/0	Tender Tank Filler		7d.
LO/93	Vacuum Brake Pipe		2/–
26/32/0	Filler for Tank Loco		7d.
26/72/0	Mushroom Type		7d.
66/46/0	Tender Ventilating Pipe		7d.

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

ACCESSORIES AND LINE-SIDE FEATURES

A

G

F

E

H

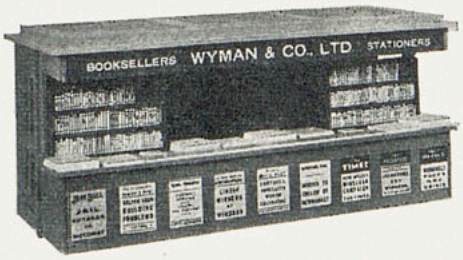
D

B

I

A. Telegraph Post in wood with white insulators and rain cap. Cast-metal base, with two holes for fixing screws. No 1102/0, with 10 or 12 Insulators, as illustrated. Height 9 in. Price **5/6**
Simplified pattern with 4 insulators .. .. Price **4/6**

B. Gradient Posts .. .. Price **2/2**
D. Station Seats of metal throughout, painted brown, Length 2 in. No. 1105/0. Price **3/2**
E. Chocolate Machine „ **1/4**
F. Platform Ticket Machine Price **1/4**
G. P.O. Pillar Box .. .. „ **1/4**
H. Weighing Machine .. „ **11½d.**
I. Loading Gauges .. „ **7/1**
Milk Churns .. .. „ **8d.**



BOOKSTALL

A new model of the well-known bookstall. 6½ in. long by 3 in. high, complete with posters and dummy books. **£1. 14. 8.**

WATER CRANE

Swivelling, for platform or trackside **10/2**

MERCHANDISE

MO 8 Beer Barrels in Packets of 5.. .. Price **1/9½**
MO 9 Oil Barrels in Packets of 5 „ **1/9½**
MO 10 Tar Barrels in Packet of 5 „ **1/9½**
MO 11 Sacks of Flour in Packets of 5 .. .. „ **10½d.**
MO 12 Sacks of Potatoes in Packets of 5 Price **10½d.**
MO 13 Bags of Cement in Packets of 5 .. .. „ **10½d.**

SUPER DETAILED FIGURES

Hand Painted

MO 51 Woman carrying basket .. .. Price **1/6**
MO 52 Woman carrying hat case .. .. „ **1/6**
MO 53 Woman carrying suit case .. .. „ **1/6**
MO 54 Man carrying suit case .. .. „ **1/6**
MO 56 Man reading paper „ **1/9½**

STATION STAFF

Porter with 2 Suitcases
Porter in lounging position
Stationmaster
Guard
MO 5 Set of 4 Figures .. Price **3/2**

PASSENGERS ON STATION SEATS

Workman
Soldier
Farmer
Farmer's Wife
Bearded Man
Woman
Man in Flannels
Set of 7 Figures on Double Seat Price **7/6**
Set of 4 Figures on Single Seat „ **4/3**

PLATELAYERS OR WORKMEN

MO 60 Set of 4 Platelayers Price **3/10**
MO 39 Set of 2 (Driver and Fireman) .. „ **1/7**

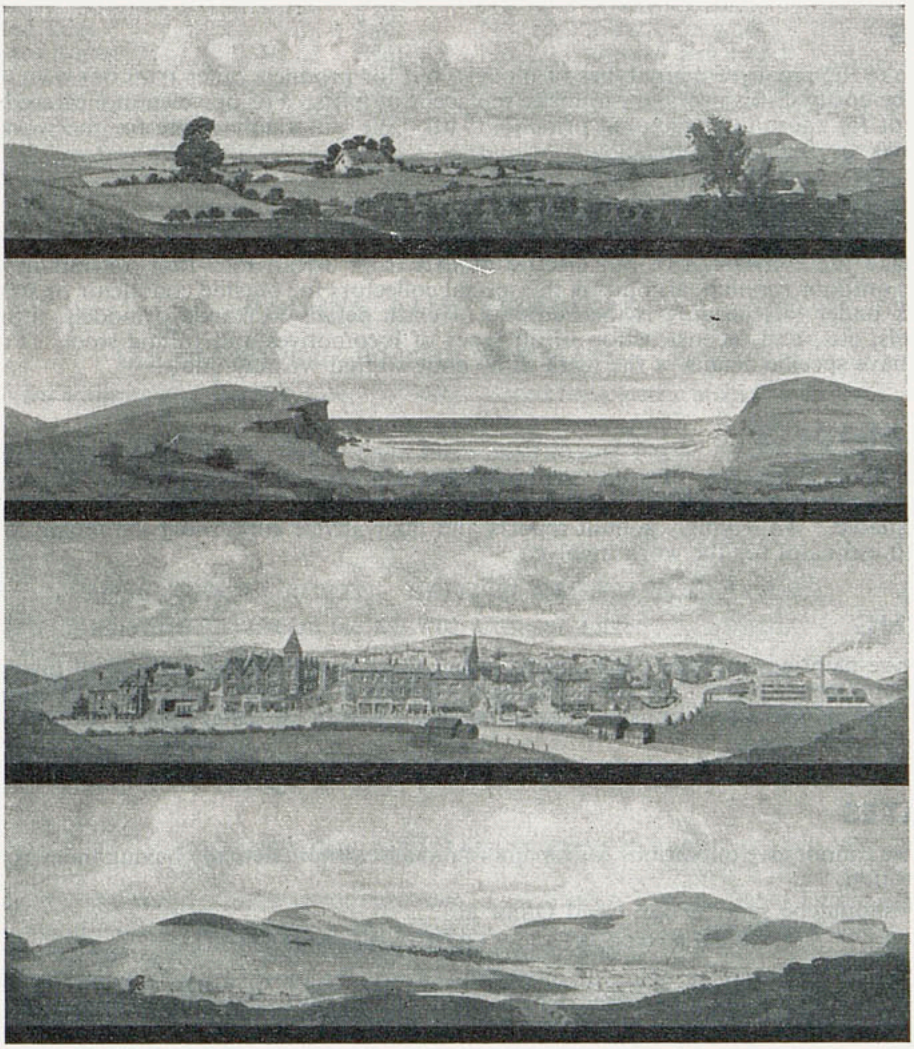
WEIGHING MACHINES

MO 20 Weighing Machines (Cream, Red, Yellow, Green, Blue, Orange) Price **1/4**
With Passenger on Platform „ **1/9**

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

SCENIC BACKGROUND FOR MODEL RAILWAYS



BEAUTIFULLY PRINTED IN FULL COLOURS

Four interchangeable sheets, as illustrated, each different in type but all matching so that they may be set up in any order.

SIZE OF EACH SHEET 2 ft. 11 in., MAKING APPROXIMATELY 12 ft. OF REALISTIC SCENERY

PRICE THE SET OF FOUR SHEETS

13/6.

Postage 6d.

POSTERS IN MINIATURE

Series A.	Selection of latest Posters of the S.R. and G.W.R. in packets of 22.	Price 1/-
Series B.	L.M.S. coloured Posters in sets of 24.	,, 1/-
Series D.	A Sheet of 40 reproductions of the well-known Bovril advertisements, 1⅛ in. by 1 in.	,, 9d.

BRITISH RAILWAYS POSTERS

A new series of 12 selected British Railways Posters supplied in book form, the largest size is 1¼ in. × 1 in. and is suitable for Gauge "O" Model Railway Stations. Beautifully reproduced in full colours. Price 1/-

Postage 3d.

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

REPAIRS, CONVERSIONS AND REPAINTING

REPAIRS

We undertake the repair of many types of models, but for products other than our own make such work may be costly if it is necessary to make replacement parts. For our own models we have spare parts (except for those manufactured prior to 1940). We will gladly quote for the work required and estimates are free (see note below).

CONVERSIONS

We undertake the conversion of our electric models from 3-Rail to 2-Rail, rewinding motors to 24 volts for outdoor running, also fitting the special collectors for outside conductor or stud contact. Other work under this heading is the addition of extra details to standard models, fitting special parts, wheels, etc., and reconstruction of all types of locomotives and rolling stock. For this we require to have specific details of the work to be done so that we may quote.

STEAM MODELS

Repairs to small gauge low pressure steam models can be undertaken but if the locomotive is old or has had considerable use the worn cylinders cannot be repaired satisfactorily and replacements are not available. We willingly submit reports and offer advice concerning the repair of all steam models with estimates for the work involved.

PAINTING

Painting or re-painting of models is a speciality but there is often delay because of heavy commitments with this department. We have excellent reference for Railway Liveries and Ship Colours, but in the case of special or unusual requirements we ask to be given colour patterns or British Standard colour numbers.

ESTIMATES

We regret we cannot give quotations for repairs to models without actually having them at our works for examination.

All repairs should be sent to our Head Office at:

18-25 KINGSWELL STREET, NORTHAMPTON

carefully packed and carriage paid. If more convenient, the model may be taken to our Branch Shops either in London or Manchester, when it will be sent through to Northampton by the usual weekly service.

The name and address of the owner, in block letters, together with full particulars of the work to be done should be enclosed in the parcel. Failure to do this may result in the parcel not being identified. It is always well to advise us of despatch of the model, under separate cover.

When sent to Northampton, the model's arrival will be immediately acknowledged, the work carried out, or estimates submitted if desired. When the work is completed, the model will be returned by suitable service.

Catalogue orders and queries may be included in the letter advising of the despatch of the model, but if this is done, please use a separate sheet of paper. Money should not be enclosed in the parcel unless registered.

MINIATURE ELECTRIC BULBS

Perfect screw-in bulbs suitable for many purposes, size (average), Length $\frac{5}{8}$" dia., $\frac{3}{16}$" for 12 volts.
Price each **1/2½**, Postage (up to 12) **6d.**
Screw holders for same **4½d.** each

INSULATED FLEXIBLE WIRE

In 5-yard coils, Red, Green or Black — **1/6** per coil, Postage **4d.**

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

MODEL RAILWAY BUILDING PAPERS

Suitable for Gauge "O" or "OO"

No. 2	Blue Eng; Brick	5½d.	No. 15	Tile Ridging	5½d.
No. 3	Red Tiles	5½d.	No. 19	New Brickwork	5½d.
No. 4	Grey Slates	5½d.	No. 20	Smoky Brickwork	5½d.
No. 5	Old Stone	5½d.	No. 19A	New Brick Arches	5½d.
No. 7	Concrete Blocks	5½d.	No. 20A	Smoky Brick Arches.. ..	5½d.
No. 9	Grey Random Blocks ..	5½d.	No. 16	Bovril Adverts	3½d.
No. 10	Red Random Blocks ..	5½d.	No. 18	Station Notices	3½d.
No. 11	White Glazed Tiles	5½d.	No. 21	Doors and Windows, Brown	7d.
No. 12	New Red Brick	5½d.	No. 21A	Doors and Windows, Green	7d.

Postage **3d.**

PAINTS AND ENAMELS

LOCOMOTIVES. BRITISH RAILWAYS COLOURS

Dark Green for Express and Electric Locomotives. Green for Electric stock.
3 ozs. Price **2/6**

Black for Passenger, Mixed Traffic and Freight Steam and Mixed Traffic Electric Locomotives.
3 ozs. Price **2/6**

Light Grey and Dark Grey for roofs, L.M.S. Lake. Special Varnish. Orange Lining for Locomotives.
3 ozs. Price **2/6**

PASSENGER COACHES. BRITISH RAILWAYS COLOURS

Crimson Lake for all vehicles. Cream for use with Crimson Lake. 3 ozs. Price **2/6**

GOODS VEHICLES. BRITISH RAILWAYS COLOURS

Bauxite for Wagons. White for Carriage and Coach Roofs. 3 ozs. Price **2/6**

Signal or Buffer Beam Red 3 ozs. Price **2/6**

Postage for 1 tin, **1/-** For 3 or more, **2/6**

HUMBROL RAILWAY COLOURS

British Railways. Maroon. Coach stock Crimson. Coach stock Cream. Roof Lead. Multi-stock Green. Loco-hauled stock Lining. Freight stock Grey. Freight stock Red Bauxite. Interior Paint Stone. Signal Red. Signal Yellow. Track Colour Matt.

Group Liveries. G.W. Standard Loco. Green. L.N.E. Standard Loco. Green. G.E.R. Blue. L.N.E. Garter Blue. G.W. Coach stock Chocolate. L.M.S. Maroon. L.M.S. Crimson Lake. G.W. Freight stock Grey. L.M.S. Wagon Grey. S.R. Green Malachite.

also Transfer Varnish, Clear Varnish, Black, White, Gold.

Price **1/-** per pot. Postage for 1 pot **4½d.**, 3 pots **7½d.**

As a guide to capacity, these ½ ounce pots will cover 2 square feet of good surface with one coat.

LUBRICATING OILS

Long experience has proved that any form of engine or machinery will only give the best results if all bearing parts are correctly lubricated.

No. 1. "Rocket" Machinery Oil, for clockwork mechanism and all kinds of bearings.
Per bottle Price **2/6**

No. 2. "Rocket" Cylinder Oil, for lubricating cylinders. Per bottle Price **2/6**

No. 3 "Rocket" Cylinder Oil. A special graphited oil for large steam engines—specially recommended for high pressure models. Per bottle Price **3/-**

Postage—1 bottle **1/-**
2 bottles **1/6**

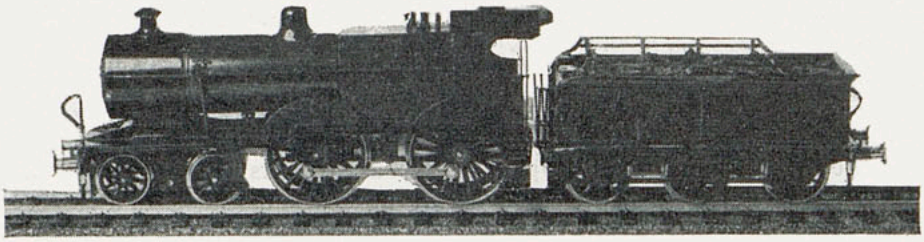
"Valvespout" Oiler—a handy portable small oil can with quickset non-leak spout Price **3/-**

MODELS BY BASSETT-LOWKE

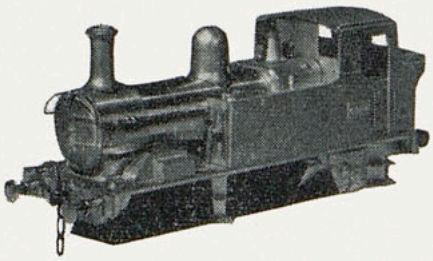
BASSETT-LOWKE LTD

CCW LOCO BODY KITS

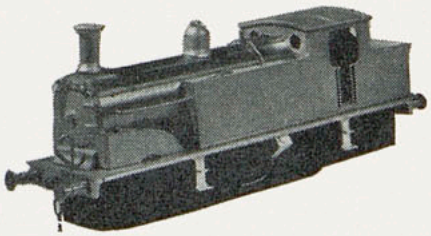
Full instructions with EXPLODED DRAWING and ILLUSTRATION included in each kit



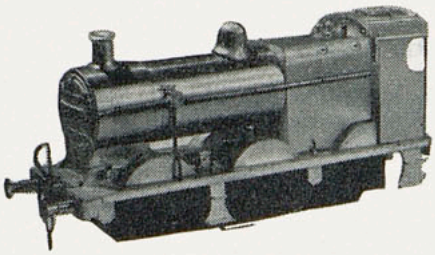
The Loco-Body Kits offered below represent each of the four pre-war groups. There is a preponderance in favour of the LMS, but the LMS was the largest group. CCW have kept to the smaller locomotives as space is usually a problem nowadays – especially in O Gauge. 'EVERYONE CAN BUILD A LOCO' comes true now that these Kits are available, as they are quickly and easily assembled with glue – a facility only available heretofore in the smaller gauges.
The really outstanding feature of these Kits is the beautifully-made Brass Boiler and Smokebox, which gives a neatness and rigidity – when assembled – to the whole loco and, CCW venture to think, a charm to the finished product which will delight you.
Each Kit also comprises as standard: SPRING BUFFERS, VACUUM BRAKE PIPES (to couple up), 3-LINK COUPLINGS, SANDBOXES, STEPS. These Kits therefore have quite a lot of detail, but of course more can be added (see over).
Being composed chiefly of castings, the Kits, when assembled, do not need weighting for adhesion.



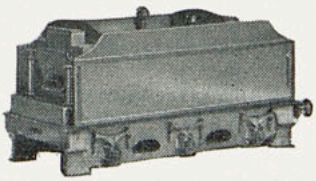
(*on left*) Kit OL/245
GW 48XX 0-4-2T
(Collett) for Push-Pull
£5 16s. 8d.
P117 Push-Pull Coach
Kit see Coach Kit List.



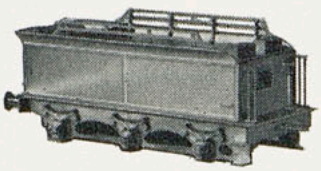
(*on right*) Kit OL/341
SR (LSW) M7. 0-4-4T
(Drummond)
£7 4s. 9d.



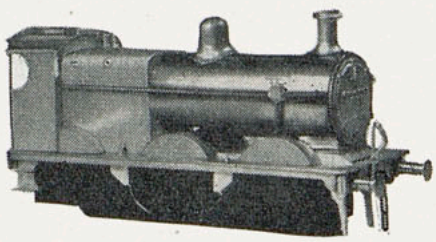
(*on left*) Kit OL/82
LMS 4F. 0-6-0
(with Stanier Chim.)
Kit OL/18 (with
Fowler Chim.)
£6 16s. 9d.



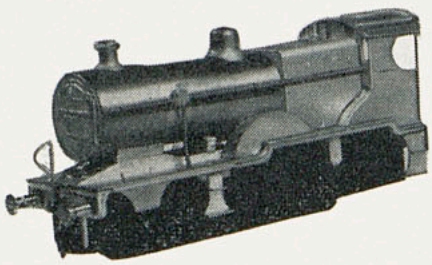
(*on right*) Kit OL/18T
LMS 3,500-gallon
TENDER
for 4F, 2P, 4P
£5 12s. 7d.



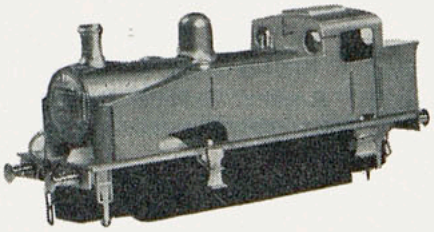
(*on left*) Kit OL/3FT
Midland
3,250-Gallon
Tender
£5 8s. 7d.
For 3F, also pre-
grouping 4F, 2P,
Johnson 4-4-0, 2-4-0.



(*on right*) Kit OL/3F
Midland 0-6-0
£6 16s. 9d.



(*on left*) Kit OL/17
LMS 4-4-0, 2P
(with Fowler Chim.)
Kit OL/17A
(with Stanier Chim.)
£6 16s. 9d.

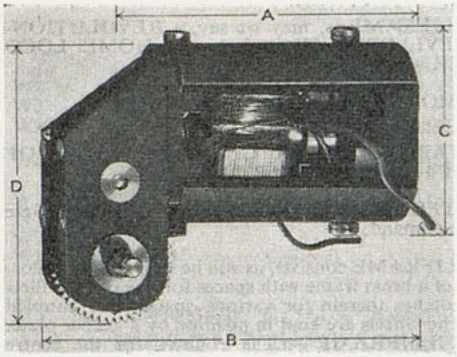


(*on right*) Kit OL/148
LNER (GN) 'Ardsley'
0-6-0T
£7 4s. 9d.

CCW

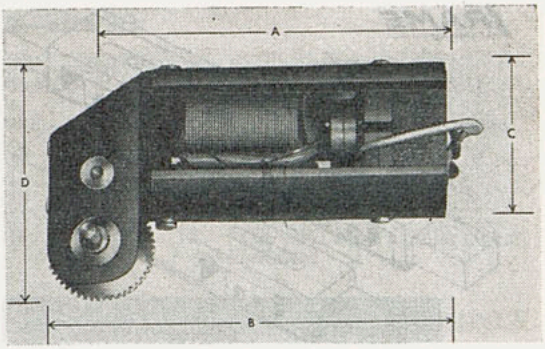
BASSETT-LOWKE LTD

'MARK TWAIN' MECHANISM



'MINOR'

'MAJOR'



Registered Design 898334

Suitable for the older locomotive.

A	50 mm. ($1\frac{15}{16}$″)
B	58 mm. ($2\frac{5}{16}$″)
C	34 mm. ($1\frac{5}{16}$″)*
D	45 mm. ($1\frac{13}{16}$″)*

DIMENSIONS

*These dimensions are the same on both Models

Registered Design 898334

Suitable for the larger locomotive.

A	61 mm. ($2\frac{7}{16}$″)
B	70 mm. ($2\frac{1}{2}$″)
C	34 mm. ($1\frac{5}{16}$″)*
D	45 mm. ($1\frac{13}{16}$″)*

These new 'Mark Twain' mechanisms are designed to give great power at SCALE SPEEDS. They are extremely compact, and the Minor can be fitted into most of the smaller Old-Time Locos. The Major is for the larger and more Modern Locos. Where both Old-Time and Modern Locos exist on the same layout, they can be fitted with mechanisms more in proportion to the size of the prototype, and train-loads adjusted accordingly.

SPECIFICATION

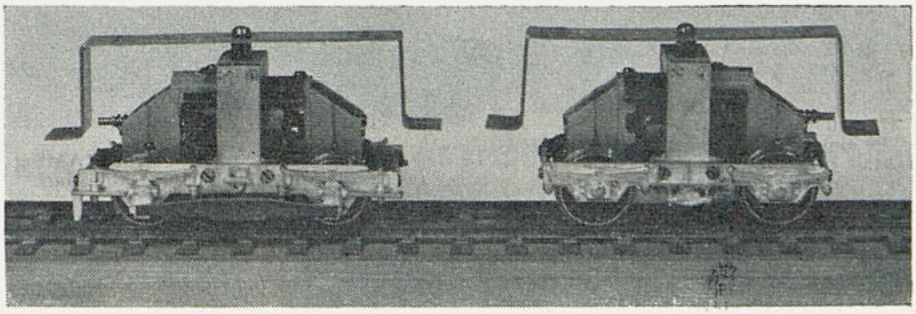
Armature: 3-pole, running in 'Reservoil' Oil-charged Bearings. These Armatures are wound to run on either 12 or 24 volts without alteration.
Drive: A specially designed Steel Worm, through NYLON Intermediate and Final Gears to a $\frac{3}{16}$″ Steel Axle, giving a Gear Ratio of 24 to 1.
Gearcase: NYLON, with Integral Bearings (as shown on illustrations of Motor Bogies below).
Magnet: ALCOMAX III Slug with Mild Steel Pole Pieces.

'MINOR' **£5. 11s. 0d.** inc. P.T. 'MAJOR' **£6. 0s. 7½d.**

Note that the 'Mark Twain' is, with its gearing, a MECHANISM, and can be slipped directly into your Loco.

THE 'MARK TWAIN' MOTOR BOGIES

Patent Applied for Regd Design 898334



SR (MB/2) Motor Coach Bogie
3′ 6″ (24 mm.) Wheels (Minor)

BR (MB/3) Standard Diesel Coach Motor Bogie
3′ 1″ (22mm.) Wheels (Minor)

These Motor Bogies are produced in three types:

(a) Units complete with Wheels (24 mm. or 22 mm.);

(b) Motor Bogies complete with appropriate Side Frames and Headstocks.

(c) Dummy Motor Bogies in Kit form.

The units have an adjustable Wheel Base from 56 mm. (8′ 0″) to 65 mm. (9′ 3″) approximately.

TO AVOID DELAY please order by Catalogue Number and state whether FINE or COARSE Scale Wheels are needed.

MB/1. Unit with 24 mm. Wheels. £9. 11s. 7d.
MB/1A. Unit with 22 mm. Wheels. £9. 11s. 7d.

Complete MOTOR BOGIE with Wheels with Metal Rims:
MB/2. SR Coach. £10. 14s. 10d.
MB/3. BR Standard Diesel Coach. £10 6s. 11d.

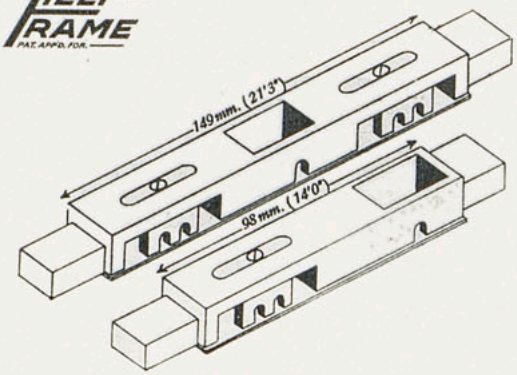
Dummy Motor Bogie with Collectors and Metal Rim Wheels (in Kit form):
KMB/2A. SR Coach. £1. 8s. 2d.
KMB/3A. BR Standard Diesel Coach. £1. 5s. 9d.

Dummy Motor Bogie with Plastic Wheels (without Collectors) in Kit form:
KMB/2B. SR Coach. 14/6
KMB/3B. BR Standard Diesel Coach. 12/1

CCW

BASSETT-LOWKE LTD

THE FILLI-FRAME PAT. APPD. FOR.

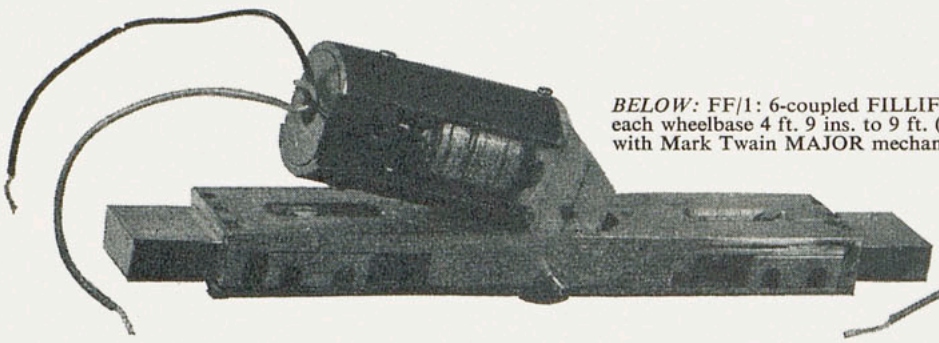


The FILLIFRAME is, may we say, a REVOLUTIONARY DEVELOPMENT, and to the HOME LOCO BUILDER it has the great advantages of:

(1) NO MORE CUTTING OUT FRAMES!
(2) WHEELS IN PERFECT ALIGNMENT!
(3) SUITABLE FOR THE GREAT MAJORITY OF BRITISH 4- AND 6-COUPLED LOCOS!

8-coupled FILLIFRAMES will be introduced later if there is enough demand.

The FILLIFRAME consists, as will be seen from the illustrations, of a brass frame with spaces for one or two fillets having notches therein for various spacings of coupled wheels. The wheels are kept in position by a keeper plate. On the FILLIFRAME itself is a notch for the centre wheels in 6-coupled locos, or the front or back-coupled wheel in 4-coupled loco.



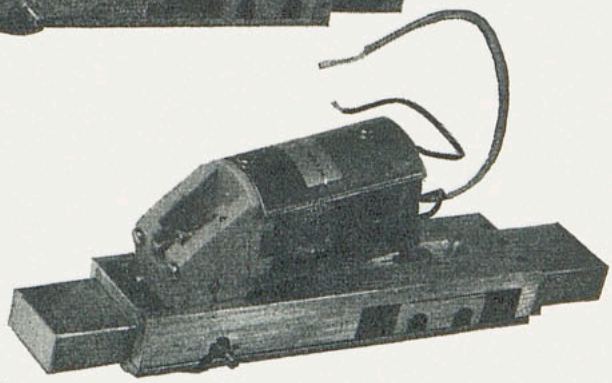
BELOW: FF/1: 6-coupled FILLIFRAME each wheelbase 4 ft. 9 ins. to 9 ft. (18 ft. total) with Mark Twain MAJOR mechanism.

The illustration above shows the 6-coupled and the 4-coupled types with a Mark Twain Mechanism fitted. Other motors can be used, and very little fitting should be needed. The FILLIFRAME is supplied in kit form with sufficient self-tapping screws to render assembly quick and easy.

FF/1 (6-coupled) wheelbases 5′ 3″ to 9′ (in 3″ steps). Overall length: 149 mm. (without extension pieces) = 21′ 3″ actual.
FF/1A for 0-4-2 and 2-4-0 locos*. Price £2 9s. 1d.
Collectors for 2-rail, price 6/5½

FF/2 (4-coupled)
wheelbases 6′ 3″ to 10′ (in 3″ steps)
Overall length: 99 mm. = 14′ 0½″ actual Price £2 0s, 2½d.
Collectors for 2-rail, price 6/5½

*Please give diameters of Coupled and Trailing wheels. (A special block is used for the Trailing or Leading wheels.)



ABOVE: FF/2: 4-coupled FILLIFRAME (wheelbase 5 ft. 9 ins. to 10ft.) with Mark Twain MINOR mechanism.
Note: The motor can be fitted lower in the frame (if necessary) by a simple filing operation.

When ordering please provide as follows:

PARTICULARS OF LOCO

FF/1 Ry..... Class.....
(6-cpld.) Type* .....
Cpld. W'base .....ft.....ins./.....ft.....ins.....
.....Collector(s) for 2-rail

FF/1A Ry..... Class.....
or 0-4-2 } Type*.....
2-4-0 }
Wheelbase (cpld and Ldg or Trlg)
.....ft.....ins. / .....ft.....ins.
Diameter of cpld .....ft.....ins.
Ldg or Trlg .....ft.....ins.
.....Collector(s) for 2-rail

FF/2 Ry ..... Class.....
(4-cpld) Type* .....
Cpld. Wheelbase .....ft.....ins.....
.....Collector(s) for 2-rail

*Please insert in these spaces the usual Wheel Notation: 4-4-2, 4-6-2, etc.
*Please note when ordering: Wheelbases available on Filliframes are in 3″ steps. The following conventions are in force—3″ = 2 mm., 6″ = 3.5 mm., 9″ = 5 mm.

FLUTED STEEL COUPLING RODS

Complete with 10BA Hex. Head Screws and Washers.
6-coupled: 8′ 0″ - 8′ 6″ (LMS 6-coupled Goods and 'Jinties') 9/8 pair.
7′ 3″ - 9′ 0″ (LNE 6-coupled Goods and Tanks) 9/8 pair.
4-coupled: 7′ 3″, 7′ 6″, 9′ 6″ or 10′ 0″ 6/5½ pair

CCW

BASSETT-LOWKE LTD

WHEEL CASTINGS IN GREY SOFT IRON

(Subject to availability from the foundry)

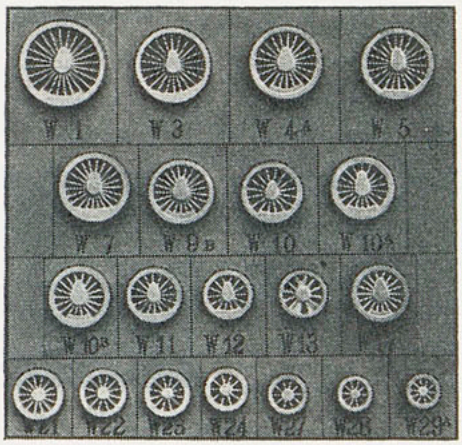
DRIVING WHEELS—each 3/3

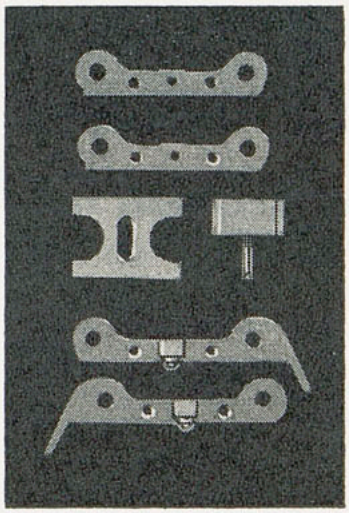
Ref.	*Dia.*	*Spokes*	*Suitable for*
W1	8′ 0″	24	Stirling and other singles.
W3	7′ 0″/7′ 1″	22	General.
W4	6′ 9″	21	(balance wt. flush) Stanier 5XP, etc. *
W4A	6′ 9″	21	(balance wt. recessed) Stanier 5XP, etc.
W5	6′ 8½″	22	GW Castle, Star (old type)
W7	6′ 6″	22	General.
W9B	6′ 0″	16	
W10	5′ 6″/5′ 8″	16	General.
W10A	5′ 8″	18	GW Grange, Moguls (old type).
W10B	5′ 8″	18	GW 61XX and 93XX plated spokes.
W11	5′ 1″/5′ 2″	16	General goods loco.
W12	4′ 7½″	14	GW 24″ stroke.
W13	4′ 5½″	12	(not now available)
W17	5′ 3″	18	GW 31XX.
W18	4′ 1½″	12	GW 1901 small pannier tank.*

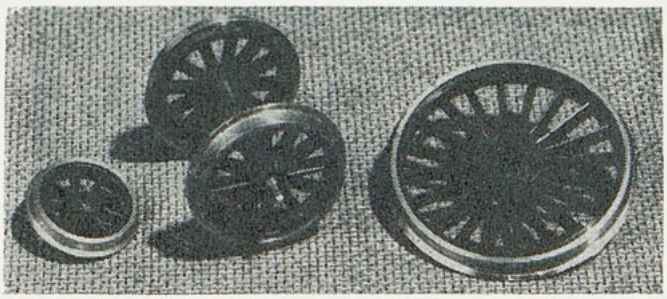
* *no: illustrated*

TENDER, BOGIE AND WAGON WHEELS—each 2/-

Ref.	*Dia.*	*Spokes*	*Suitable for*
W21	4′ 6″	14	LBSC tender and trailing.
W22	4′ 3″	12	LMS tender.
W23	4′ 1½″	12	GW tender.
W24	3′ 9″	10	LNWR tender and trailing.
W27	3′ 6″-7″	10	General bogie.
W28	3′ 2″	10	GW and general bogie.
W29A	3′ 0″	10	GW bogie.







LOCO BOGIE KITS

Above:

LB/17 6 ft. Wheelbase for 2P, etc.

LB/341 6 ft. 6 in. Wheelbase for M7, etc.

Complete with stretcher and King Pin Block as shown, also Spring, Cotter Pin, etc.

Complete Kit 4/10.

3 ft. 2 in. and 3 ft. 6 in. Plastic wheels with Metal Rims, per set of 4, and 2 axles, *Price* £1. 0s. 9d.

CCW PLASTIC-CENTRED LOCO WHEELS

These wheels are NOT recommended for use on LIVE-STEAM LOCOS.
These wheels are ideal for 2-rail. After a great deal of experiment CCW have standardised a $\frac{3}{16}$″ Axle with pushfit. They should be very popular and save the bother of insulating rims, etc. These Wheels are offered in both FINE and COARSE scale. The range, while necessarily limited, should suffice for the majority of Locos with coupled wheels. Moulded into the Driving Wheels are 10BA Nuts to take the Coupling and Connecting Rod Pins.
TO AVOID DELAY please order by Catalogue Numbers and state whether FINE or COARSE.

No.	*Dia.*	*Spokes*	*Suitable for*	*price*
LW/1	6′ 8″	20	Express Locos	14/6 pair
LW/3	5′ 8″	16	Mixed Traffic	12/10½ pair
LW/4	5′ 1″	16	Goods Locos	12/10½ pair
LW/5	4′ 7½″	14	Mineral Locos. Shunters	12/10½ pair
No.	*Dia.*	*Spokes*	*Suitable for*	*Price per 1 pair on 1 axle*
LW/6	4′ 3″	12	LMS, LBSC, Tender	6/5½ pair
LW/7	3′ 6″	10	Bogie	4/10 pair
LW/8	3′ 2″	10	Bogie	4/10 pair

Couplings Rod Pins 10BA with sleeve and washers, per pair 8d. Note: these include an extra sleeve for use with outside cylinder locos.

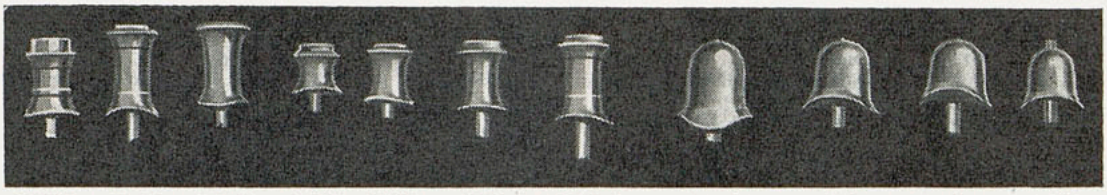
Axles only 1/5 each.

Note:- Pairs of Driving Wheels are supplied with one axle but unmounted. They can be supplied to order mounted at an extra charge of 10d. per pair.

CCW

BASSETT-LOWKE LTD

THE 'OL' SERIES OF LOCOMOTIVE AND MOTOR COACH FITTINGS



148/1 245/1 341/1 18/1 82/1 3F/1 148/1A 245/2 148/2 18/2 3F/2 341/2

CHIMNEYS AND DOMES

148/1	LNER (GN) 0-6-0T J50 (Short)	each 2/5
245/1	GWR 48XX 0-4-2T	each 2/5
341/1	SR (LSW) Drummond	each 2/5
*18/1	LMS (Fowler) 4F, 2P, 4P	each 2/5
82/1	LMS (Stanier) 4F, 2P, 4P	each 2/5
*3F/1	Midland 3F, Johnson Classes	each 2/5
148/1A	LNER (GN) (Tall)	each 2/5
245/2	GWR 48XX 0-4-2T	each 2/5
18/2	LMS 4F, 2P, 4P	each 2/5
3F/2	Midland 3F, 0-6-0	each 2/5
341/2	SR (LSW) Drummond	each 2/5

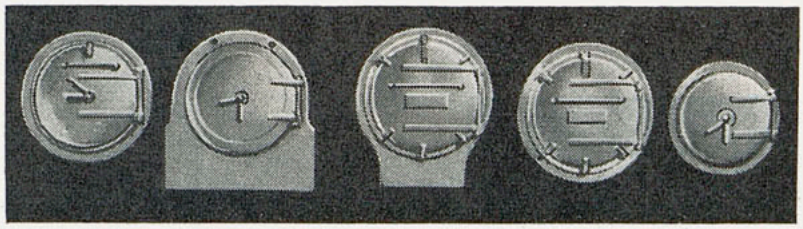
**with Capuchon*

SMOKEBOX FRONTS

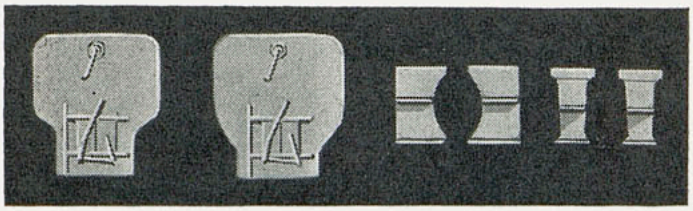
	Size
148/34 LNER (GN) J50	33 mm.
341/4 SR (LSWR) 0-4-4T	34 mm.
18/4 LMS 4F 0-6-0	36 mm.
17/1 LMS 2P, 4P, 3F	36 mm.
245/8 GWR 48XX C1 0-4-2T	28 mm.

each 2/5

NOTE: Size given above is that of INTERNAL diameter of SMOKEBOX, into which Front fits.



148/34 341/7 18/4 17/1 245/8



17/5 18/12 18/23 & 24 245/31

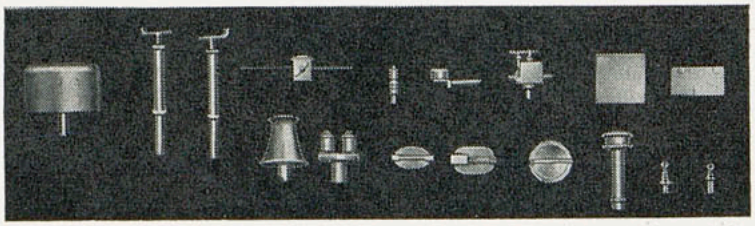
BOILER BACKHEADS

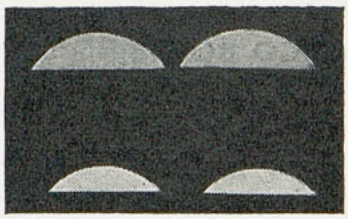
17/5	LMS 2P, 4P	each 2/5
18/12	LMS 4F	each 2/5

STEPS

18/23 & 24	R and L hand LMS Cab Steps	pair 1/7½
245/31	GW Front Steps	pair 1/7½

18/34 245/4 18/29 18/30 18/16A 3FT/9





18T/14 18T/23 245/3 18/3 341/5 245/5 148/14 18T/15 245/9 & 10

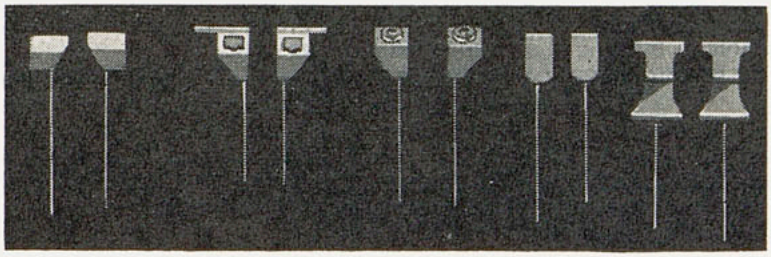
18T/14	LMS Tender Dome	each 2/5
18T/23	Brake Standards	pair 1/7½
18/34	Lubricator (mechanical)	each 1/7½
245/4	Whistle	each 10d.
18/29	LMS Snifting Valve	pair 1/7½
18/30	LMS Vac Brake Ejector	each 1/7½
18/16A	LMS Cab Roof Vent	each 10d.
3FT/9	Toolbox	pair 1/7½
245/3	GW Safety Valve	each 10d.
18/3	Pop Valves on Base	each 10d.
341/5	LSW Tank Loco Filler	pair 1/7½
245/5	GW Tank Loco Filler	pair 1/7½
148/14	GNR Tank Loco Filler	pair 1/7½
18T/15	LMS Tender Vent	pair 1/7½
245/9	Handrail Knobs (long)	dozen 3/3
245/10	Handrail Knobs (short)	dozen 3/3
18/31	3/32" Brass Tube for LMS Vac Ejector Pipe,	per ft. 1/7½

SPLASHERS

18/20 Above: for 5 ft. 1 in. wheels.
148/37 Below: for 4 ft. 7½ in. wheels
pair 1/7½

BASSETT-LOWKE LTD

THE 'OL' SERIES OF LOCOMOTIVE AND MOTOR COACH FITTINGS



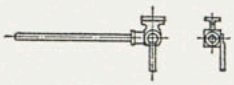
245/27 & 28 R & L | 341/34 & 35 R & L | 245/29 & 30 R & L | 18/26 | 18/25

245/27 & 28 (R- and L-hand) GW 0-4-2T (Front)
341/34 & 35 (R- and L-hand) SR (LSW) 0-4-4T (Back)
245/29 & 30 (R- and L-hand) GW 0-4-2T (Back)
18/26 LMS 4F 0-6-0
18/25 LMS Front steps (with Sand-pipes) per pair 1/7½

CROSSHEADS

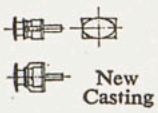
GWR 30 in. stroke Crosshead with Piston Rod (suitable for many kinds of locos). 4/10 pair

CROSSHEADS



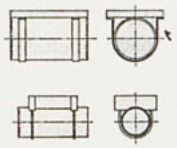
Double Slide Crosshead for LNER, SR and BR (R and LH). Note: These should NOT be used for live Steam Locos. Per pair 4/10

BUFFERS FOR SR ELECTRIC



B.P. Buffers for SR Electrics 'Brighton Belle' and P86. Set of 4, 2/5

RESERVOIRS



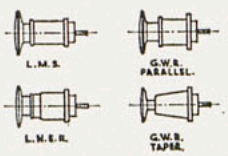
Air or Vacuum Cylinder castings for Tenders, Motor Coaches, etc.
AC/1 17 mm. long x 9 mm. diam.
AC/2 16 mm. long x 7 mm. diam.
Per pair 2/5

LOUVRES

For Diesel and Electric Locos and Motor Coaches.
DL/1 29 mm. long x 12 mm. wide.
DL/2 23 mm. long x 12 mm. wide.
Per set of 4, 3/3

LOCO ROUND BUFFERS

Solid nickel-plated brass.
Set of 4, 2/0½



Set of 4, 6/5½ or per pair, 3/3

LOCO SPRING BUFFERS

Superb Machined Brass Bodies Nickel-plated Heads.

Screw Couplings, 6/5½ pair
Spring 3-Link Couplings, 2/10½ pair

BASSETT-LOWKE LTD

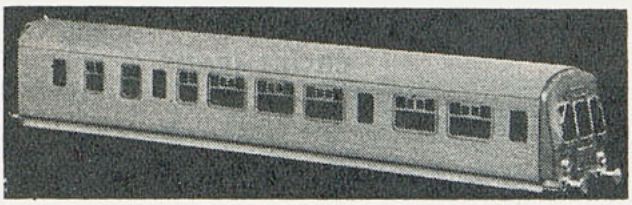
THE FAMOUS CCW COACH AND VAN CONSTRUCTION KITS

The well-known CCW Coach and Van Kits have given pleasure and satisfaction to many hundreds of modellers not only in Britain but in other parts of the world.

CCW Kits are made of a white hardwood, which after many experiments we have found to be the very best wood for our purpose, but that is probably not available to you locally.

To ensure the kits are in prime condition they are supplied to order only.

"O" Gauge Modellers are reminded that their orders for the new "O" External Fittings Kits MUST please state if the wheels to be supplied are for FINE or COARSE scale. The standard Kits include the reasonably priced black plastic wheels on mild steel axles.

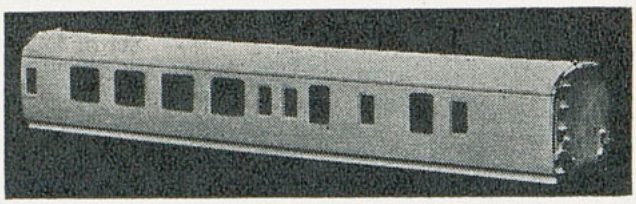


Metro-Cammell 3- and 4-car
DIESEL SETS.
Kit P414. Motor 2nd Brake (above).

B.R.

METRO-CAMMELL
3- and 4-Car
DIESEL SET

		Body	*Interior*	*External Fittings*
64 ft. 6 in. 1st-2nd Corridor Compo.	P402	30/7	7/3	53/11
64 ft. 6 in. 2nd Corridor Coach	P403	30/7	7/3	53/11
64 ft. 6 in. 2nd Corridor Brake	P405	30/7	7/3	53/11
56 ft. 11 in. 1st-2nd Local Coach	P432	30/7	7/3	48/3
56 ft. 11 in. 2nd Brake Local Coach	P433	30/7	7/3	48/3
Motor 2nd Brake	P414	48/3	No interiors. Diesel Bogie in production shortly	
1st-2nd Lav. Compo. Trailer	P415	48/3		
1st-2nd Lav. Compo. Driving Trailer	P416	48/3		



P405. BR 64 ft. 6 in.
2nd Corridor Brake

L.M.S.

Modern
(1934 onwards)
Flush-sided
Express Stock
(round cornered windows)

54 ft. 3rd Class Compartment Coach (local)	P8	30/7	7/3	48/3
54 ft. 1st Class Compartment Coach (local)	P9	30/7	7/3	48/3
54 ft. 1st-3rd Lav. Compo. Coach (local)	P10	30/7	7/3	48/3
54 ft. 3rd Class Brake Coach (local)	P11	30/7	7/3	48/3
69 ft. 1st-3rd Sleeping Car (6-wh. bogies)	P13	30/7	7/3	60/4
65 ft. 3rd Class Sleeping Car (4-wh. bogies)	P14	30/7	7/3	41/10
68 ft. Kitchen Diner Compo. Car (6-wh. bogies)	P16	30/7	7/3	60/4
57 ft. 3rd Vestibule	P17	30/7	7/3	41/10
†62 ft. 1st-3rd Corridor Brake	P18	30/7	7/3	41/10
57 ft. 1st-3rd Vestibule Coach	P19	30/7	7/3	41/10
57 ft. 3rd Corridor Brake*	P31	30/7	7/3	41/10

†Suitable for through coach working. *Replaces P20.

CCW

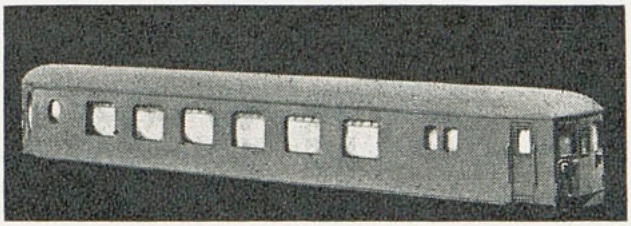
BASSETT-LOWKE LTD

The Famous CCW Coach and Van Construction Kits—*continued*

G.W.R.

"RIVIERA" STOCK (1938)

		Body	Interior	External Fittings
57 ft. Bow-end Restaurant Car	P105	30/7	7/3	47/6
57 ft. Bow-end 3rd Corridor Coach	P106	30/7	7/3	53/11
57 ft. Bow-end 1st-3rd Corridor Coach	P108	30/7	7/3	53/11
57 ft. Bow-end 3rd Brake Corridor Coach	P109	30/7	7/3	53/11
55 ft. 3rd Class Suburban Coach	P123	30/7	7/3	48/3
59 ft. 1st-3rd Suburban Coach	P124	30/7	7/3	48/3
57 ft. 1st-3rd Brake Suburban Coach	P125	30/7	7/3	48/3
†60 ft. 1st-3rd Brake Corridor Coach	*P131	23/4	7/3	41/10
60 ft. 3rd Corridor Brake	*P132	23/4	7/3	41/10
60 ft. 1st-3rd Corridor Compo.	*P134	23/4	7/3	41/10
60 ft. 3rd Class Vestibule Diner	*P135	23/4	7/3	41/10
60 ft. 1st Restaurant-Kitchen Car	*P136	23/4	7/3	53/11
†Suitable for through coach working				
Push-Pull Coach with superb cast metal ends, including special Buffers and Gong	P117	38/-	No Int.	48/3



The detailed CCW Cast Metal Ends

that give such valued extra detail are now included without extra charge in most "O" gauge "Body" Kits for Coach Construction . . . and in some Van Kits.

P81. "Brighton Belle" Motor 3rd Brake (above).

Pullman

"Brighton Belle"	Motor 3rd Brake	P81	38/-	7/3	35/5
	3rd Parlour	P82	38/-	7/3	41/10
	1st Kitchen	P83	38/-	14/6	41/10
"Queen of Scots" and other Steam Services	1st-3rd Kitchen Car (Brighton, Eastbourne and Littlehampton)	P86	38/-	12/1	41/10
	1st Class Steel Kitchen Car "Thelma", etc.	P192	38/-	14/6	53/11
	2nd Class Steel Parlour (Nos. 73, 74, 75, 76, 83, 84)	Q73	38/-	7/3	53/11
	2nd Class Parlour Brake (Nos. 77, 78, 79, 80)	Q77	38/-	7/3	53/11
	1st Class Parlour Car "Sheila", etc.	Q39	38/-	14/6	53/11

Southern Electric

Southern (BR) SUBURBAN

Motor 3rd Brake Vestibule (Portsmouth and Bognor Services)	P77	30/7	7/3	35/5
3rd Restaurant and Kitchen Car (Portsmouth & I.O.W. Services)	P78	30/7	7/3	48/3
1st Restaurant Corridor Electric (Portsmouth) & I.O.W. Services)	P79	30/7	7/3	48/3
Motor 3rd Brake Vestibule (Brighton, Eastbourne, Littlehampton)	P84	30/7	7/3	35/5
3rd Corridor (6-PUL sets)	P87	30/7	7/3	48/3
3rd Corridor (6-PAN and subsequent)	P87a	30/7	7/3	48/3
1-3 Corridor Compo. (6-PUL sets)	P88	30/7	7/3	48/3
1-3 Corridor Compo. (6-PAN and subsequent)	P88a	30/7	7/3	48/3
Motor 3rd Brake	SE700	30/7	—	—
3rd Driving Trailer	SE702	30/7	—	—

Southern Steam

NEW!

1929 STOCK	3rd Class Corridor	S363	30/7	7/3	53/11
	1st-3rd Corridor Compo.	S364	30/7	7/3	53/11
	3rd Corridor Brake	S361	30/7	7/3	53/11
1947 STOCK Ready Shortly	†59 ft. 2nd Class Corridor Brake	P51	30/7	7/3	41/10
	†59 ft. 1st-2nd Corridor Brake	P52	30/7	7/3	41/10
	59 ft. 1st-2nd Corridor Compo.	P53	30/7	7/3	41/10
†suitable for through coach working					

L.N.E.R.

51 ft. 3rd Class Coach (local)	P158	30/7	7/3	48/3
51 ft. 1st-3rd Coach (local)	P160	30/7	7/3	48/3
51 ft. 3rd Brake Coach (local)	P161	30/7	7/3	48/3
61 ft. 6 in. Bow-end Buffet Car	P163	30/7	7/3	48/3
61 ft. 6 in. Bow-end 1st Class Restaurant Kitchen Car	P174	30/7	7/3	48/3
61 ft. 6 in. Bow-end 3rd Class Vestibule	P175	30/7	7/3	53/11
61 ft. 6 in. Bow-end 3rd Class Corridor	P176	30/7	7/3	53/11
61 ft. 6 in. Bow-end 1st-3rd Class Corridor Compo.	P178	30/7	7/3	53/11
61 ft. 6 in. Bow-end 3rd Corridor Brake	P179	30/7	7/3	53/11

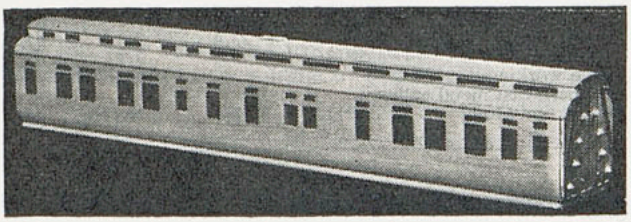
CCW

BASSETT-LOWKE LTD

The Famous CCW Coach and Van Construction Kits—*continued*

Vans

		Body	*Fittings*	*Drg.*
LMS 42 ft. Luggage	*P21	14/6	33/10	3/3
LMS 31 ft. Passenger Brake	P22	18/6	35/5	2/9
SR Passenger Luggage (Bogie)	*P69	14/6	41/10	3/3
LNER 61 ft. 6 in. Passenger Brake	P162	18/6	53/11	3/3
BR 56 ft. 11 in. Passenger Brake	B711	18/6	53/11	3/3
BR (Eastern Region) 32 ft. 6-wh. Passenger Luggage	P406	18/6	30/7	2/9



P324. Midland 60 ft.

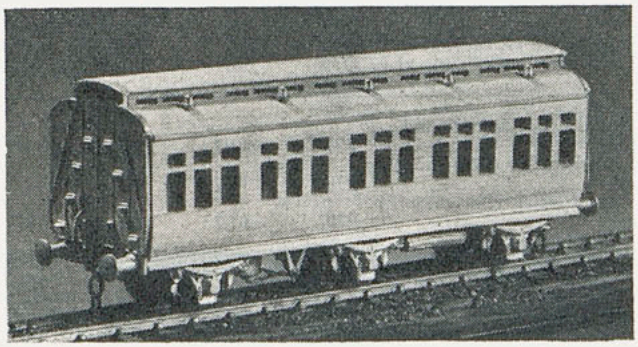
Compo. Dining Carriage.

MIDLAND

OLD-TIME CLERESTORY

NEW!

		Body	*Interior*	*External Fittings*
48 ft. 1st-3rd Compo. Bogie	M100	41/3	7/3	35/5
48 ft. 3rd Brake Bogie	M101	41/3	7/3	35/5
†60 ft. 12-wheel Compo. Bogie	M104	41/3	7/3	57/11
46 ft. 7 in. Bogie 3rd	M106	41/3	7/3	35/5
6-wheel 3rd coach	M102	41/3	7/3	35/5
6-wheel 31 ft. Passenger Brake	M103	41/3	7/3	35/5
†has luggage compartment for through coach working.				
54 ft. 1st Corridor	P316	41/3	7/3	41/10
60 ft. Compo. Diner (6-wheel Bogies)	P324	43/8	14/6	57/11
50 ft. 3rd Corridor	P326	41/3	7/3	41/10
50 ft. 3rd Corridor Brake (5 compts.)	P328	41/3	7/3	41/10



Body Kit M102 plus
External Fittings Kit

All (Body) Kits have the new Cast Metal Ends, except those marked * which have wood ends.

G.W.R.

OLD-TIME CLERESTORY

		Body	*Interior*	*Exterior Fittings*
58 ft. 0¾ in. Bogie 3rd Class Non-Corridor	W249	41/3	7/3	35/5
48 ft. 6¾ in. Bogie 1st-3rd Non-Corridor	W349	41/3	7/3	35/5
50 ft. 0¾ in. Bogie 3rd Brake Non-Corridor	W840	41/3	7/3	35/5
55 ft. 0¾ in. Bogie 1st-3rd Corridor	W251	41/3	7/3	41/10
50 ft. 0¾ in. Bogie 3rd Class Corridor	W252	41/3	7/3	41/10
56 ft. 0¾ in. 1st-3rd Dining Car	W513	41/3	7/3	48/3
56 ft. 0¾ in. Bogie 3rd Brake Corridor	W632	41/3	7/3	41/10

SOUTHERN (S.E. & C.R.)

"OLD-TIME BIRDCAGE"

51 ft. 1 in. 1st-3rd Saloon Compo.	P58	30/7	7/3	48/3
50 ft. 1 in. 3rd Brake	P59	41/3	7/3	48/3

TO ORDER ONLY

SKINLEY AND CCW DRAWINGS for COACH KITS 3/3 post free, except where mentioned. 3d. may be deducted from all Drawing Prices when other goods are ordered at same time.

CCW

BASSETT-LOWKE LTD

Furnish the INTERIORS of your Coaches

CCW offer a range of **INTERIOR FITTINGS** which may be obtained as complete "Interior" Kits suitable for adding to each type of "Body" Kit detailed in this price list. Seat Mouldings, Ends and Arm Rests are also supplied separately (see below).

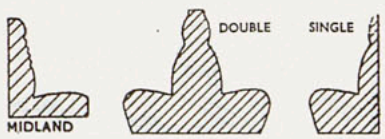
EXTERNAL "FITTINGS" are so very important to the final appearance of a model that CCW have greatly extended their exclusive range. Some items are supplied separately, but for convenience and economy are offered as "External Fittings" Kits.

These items are supplied separately and are valuable for use with CCW Coach Kits or any other models.

SEAT MOULDINGS

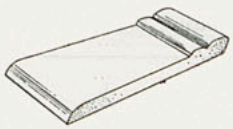
Single, per foot 1/7½
Double, per foot 3/3

Supplied in one foot lengths (approx.) these mouldings are readily cut by the Modeller to suit the Coaches he is building (as supplied in "interior" kits).



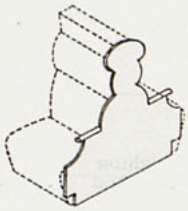
BEDS

The edges of these beds should be rounded off (less on the wall side to which they may be glued). For a 'Turned down' effect sand the sheet roll, and glue a triangular piece of paper in the appropriate position.



For P13, P14
SB .. .. 3/3 dozen

Additional CCW refinements for the connoisseur
Not included in "Interior" Kits



WASH BASINS
4 for 1/5

SEAT ENDS
ARM RESTS
Set of 14 4/10
Dozen 3/3
3 dozen 7/3

Pullman Table Lamps

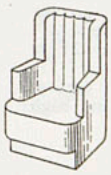
Sets of 14: PL, 3/3

First Class Chairs for First Class PULLMANS

When rubbed down and flocked these chairs are most realistic.
Prices per dozen:
PC 9/8

DINING CAR

Chairs (DC). Tables CT., dozen 7/3

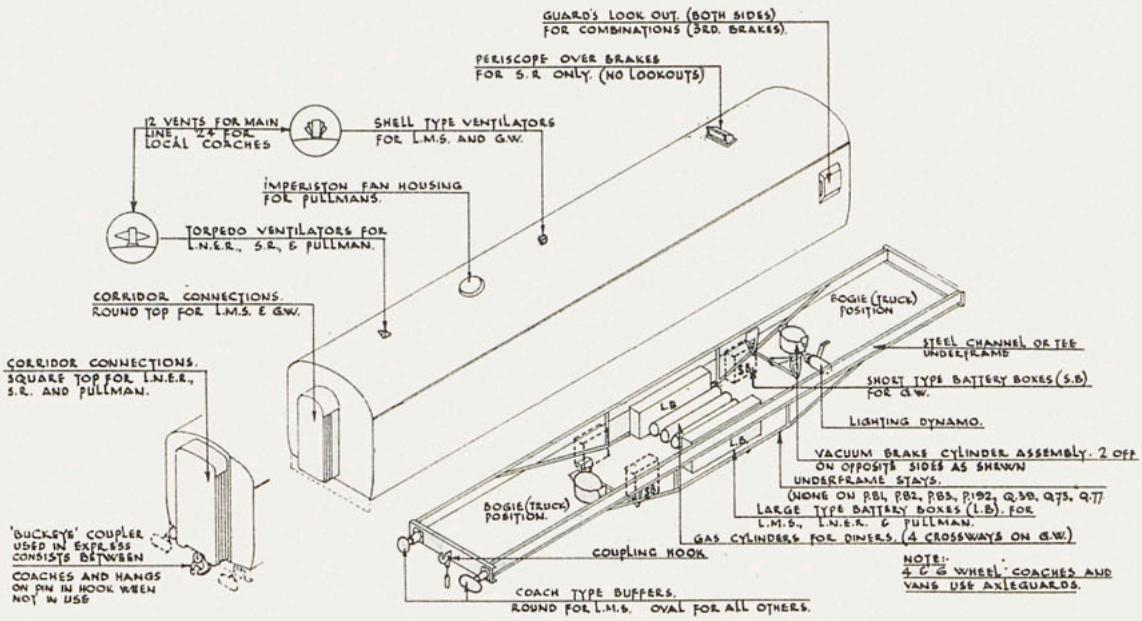


CCW

BASSETT-LOWKE LTD

CCW COMPONENTS FOR GAUGE 'O' COACH CONSTRUCTION

A GUIDE TO COACH FITTINGS—The Diagram below shows the Under Gear and Fittings needed to complete a British Coach. This should assist you in placing the various items in your Fittings Kit to complete your CCW Coach body Kit


GUARD'S LOOK OUT. (BOTH SIDES) FOR COMBINATIONS (3RD. BRAKES).
PERISCOPE OVER BRAKES FOR S.R ONLY. (NO LOOKOUTS)
2 VENTS FOR MAIN LINE, 4 FOR LOCAL COACHES
SHELL TYPE VENTILATORS FOR L.M.S. AND G.W.
IMPERISTON FAN HOUSING FOR PULLMANS.
TORPEDO VENTILATORS FOR L.N.E.R., S.R., & PULLMAN.
CORRIDOR CONNECTIONS. ROUND TOP FOR L.M.S. & G.W.
CORRIDOR CONNECTIONS. SQUARE TOP FOR L.N.E.R., S.R. AND PULLMAN.
'BUCKEYE' COUPLER USED IN EXPRESS CONSISTS BETWEEN COACHES AND HANGS ON PIN IN HOOK WHEN NOT IN USE
BOGIE (TRUCK) POSITION
STEEL CHANNEL OR TEE UNDERFRAME
SHORT TYPE BATTERY BOXES (S.B) FOR G.W.
LIGHTING DYNAMO.
VACUUM BRAKE CYLINDER ASSEMBLY. 2 OFF ON OPPOSITE SIDES AS SHEWN UNDERFRAME STAYS.
(NONE ON P.81, P.82, P.85, P.192, Q.39, Q.75, Q.77)
LARGE TYPE BATTERY BOXES (L.B). FOR L.M.S., L.N.E.R. & PULLMAN.
GAS CYLINDERS FOR DINERS. (4 CROSSWAYS ON G.W.)
COUPLING HOOK
NOTE: 4 & 6 WHEEL COACHES AND VANS USE AXLEGUARDS.
COACH TYPE BUFFERS. ROUND FOR L.M.S. OVAL FOR ALL OTHERS.

ROOF FITTINGS

VENTILATORS

LNWR & LSWR Old Time Torpedo Vents — 3/3 dozen; 3 dozen 7/3

Modern Torpedo

Shell or Louvre Vents for GWR and LMS

KITCHEN VENT

IMPERISTON FAN

For Diners and Pullmans, 10d. pair

PERISCOPES

For SR & BR

LAMP TOPS

LNWR, BR Half-round

"Brighton Belle" and P86

LSWR and LNWR Old Time

Small

GWR Old Time

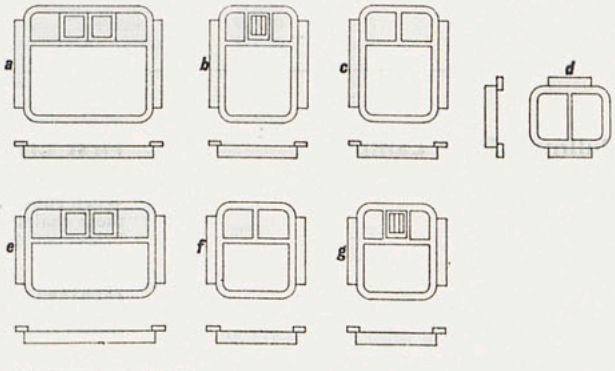
Large (for W513)

Midland — 3/3 dozen; 3 dozen 7/3

COACH WINDOWS

Attractive metal castings for these important details, to help complete more authentic-looking model Coaches, are now available.

British Railways—Large, 26 mm. high; 30.5 mm. wide	14 for 4/10
B.R.—Small (set of 2 lav. and 2 plain), 26 mm. high; 17 mm. wide ..	4 for 2/0½
B.R.—Electric Drivers, 18 mm. high; 14 mm. wide	10d. per pair
Diesel—Large, 21 mm. high; 29.5 mm. wide	14 for 4/10
Diesel—Small (set of 2 lav. and 2 plain) 21 mm. high; 17 mm. wide	4 for 2/0½



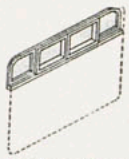
CCW

CCW Components for Gauge 'O' Coach Construction—*continued*

SIDE & END FITTINGS

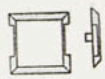
L.M.S. etc.

Door Vents
Dozen 2/0½

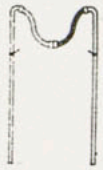


Window Vents
Pullman 14 = 3/3

Pullman Car Oval Windows, 10d. pair



Guard's Lookouts 10d. pair



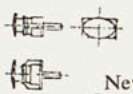
Flexible Vacuum Pipes for coupling up (as shown) 4/0½ pair

SR Van Ventilator (4 to each Van) 3/3 per dozen 16 for Utility Van–4/0½ 20 for Bogie LuggageVan: 4/10

UNDERFRAME FITTINGS

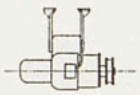
L.M.S. Switch Box
8d. each

Buffers for SR Electric

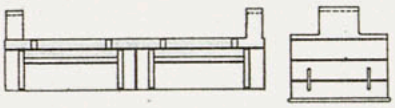


New Casting

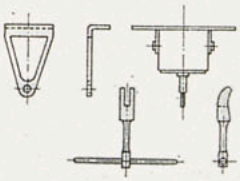
B.P. Buffers for SR Electrics 'Brighton Belle' and P86 Set of 4: 2/5



STONE'S COACH DYNAMO
Each 2/5



BATTERY BOX
Long: Each 1/7½ Short: Each 10d.

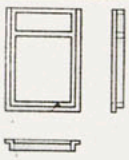


Vacuum Brake Cylinder Kit
Set of parts: 4/10

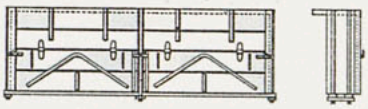
Reservoirs

Air or Vacuum Cylinder castings for Tenders, Motor Coaches, etc.

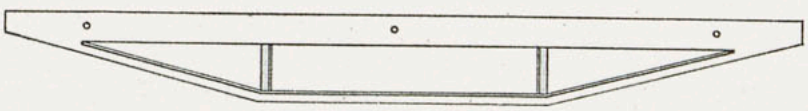
AC/1 17mm. long x 9mm. diam.
AC/2 16mm. long x 7mm. diam.
Per pair 2/5



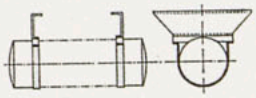
S.R. Headcote Frames
(to take cards for various Route Numbers)
Per pair 1/7½



Super Battery Box
2/5d. each



'O' Truss Rods
Pair 3/3

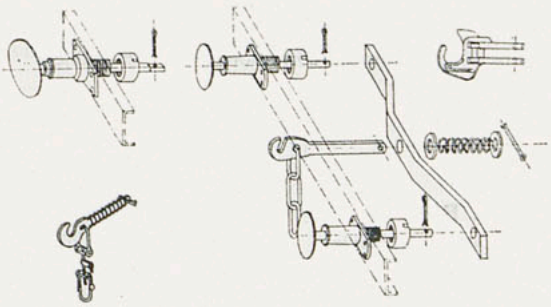


Air or Gas Cylinder Ends
Filled in with dowelling where shown, cylinders of any length can be easily made. Pair 10d.

BUFFING & COUPLING GEAR

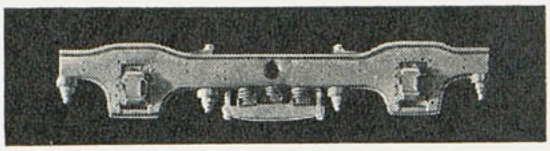
CCW here offer two types of Buffing Gear Kits. They represent the two main types used on British Railways. The illustration on the left is a guide to the assembly of these kits. These Kits are supplied in our External Fittings Kits (without buffer beams).
Screw Couplings OBG/7 can be supplied in External Fittings Kits at an extra cost of 3/7.

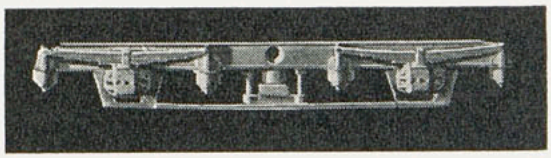
OBG/1	Wagon and Van Buffing Gear (RCH)	Kit 9/8
OBG/1a	Wagon and Van Buffing Gear with Screw Couplings (suitable for Continental Wagons)	Kit 13/3
OBG/2	Bogie Coach Gear with Oval Buffers	Kit 9/8
OBG/2a	Bogie Coach Gear with Oval Buffers and Screw Couplings	Kit 13/3
OBG/4	Dummy Buckeye Coupler for use on the end vehicles of trains; it replaces the chain on the hook. (Including Cotter Pins)	per pair 1/7½
OBG/5	3-Link Spring Coupling as shown above	per pair 2/10½
OBG/7	Screw Couplings (Not supplied in Fittings Kits)	per pair 6/5½

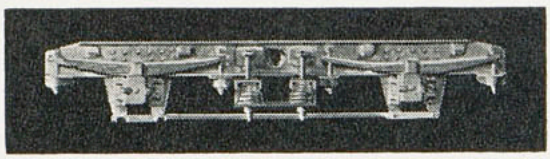


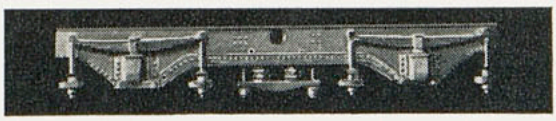
BASSETT-LOWKE LTD

CCW 'O' GAUGE COACH BOGIE KITS









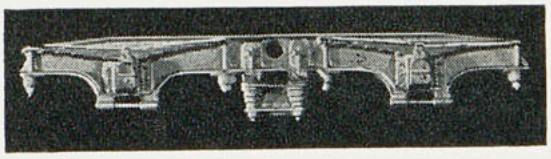
These kits are supplied with self-tapping screws.

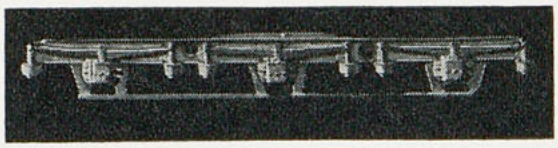
CCW now offer a range of Coach Bogie Kits for "O" gauge that should satisfy the needs of every enthusiast. These Kits have cast sides and stretchers and the detail is unsurpassed. These Bogies are **Compensated,** when assembled, by a spring under the rubbing plate giving excellent running and freedom from de-railment due to inequalities of the track. They can be fitted with wheels for either Coarse or Fine Scale. Each Kit is for a pair of Bogies (excluding wheels), and is supplied with full detailed instructions.

BLACK PLASTIC WHEELS (Fine or Coarse Scale) for use with these Bogie Kits:— (*see illustration and details*)
For 4-wheel kit, 4 pairs on axles 5/8
For 6-wheel kit, 6 pairs on axles 8/10½

Please be sure to state which scale when ordering.

ON LEFT	*per kit*
LNER 8 ft. 6 in., 4-wheel	18/6
LMS 9 ft., 4-wheel	18/6
BR 8 ft. 6 in., 4-wheel	18/6
PULLMAN 10 ft., 4-wheel	21/9



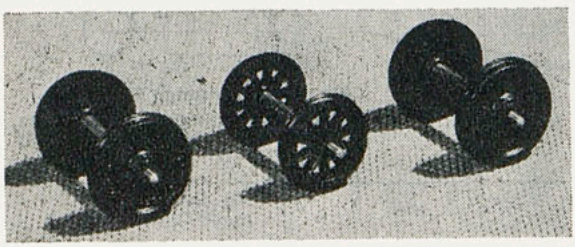


GWR 9 ft., 4-wheel .. .. .. *per kit* 18/6
LMS 12 ft. 6 in., 6-wheel (P13, P16, M104, P324) .. .. *per kit* 25/9

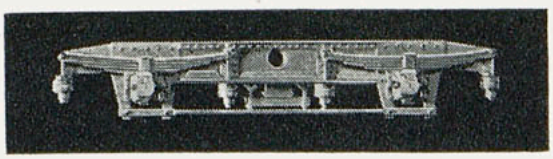
FOR ROLLING STOCK

CCW now offer 24 mm. and 22 mm. black Plastic Wheels on mild steel axles in the following varieties:
Price per 2 pairs on 2 axles 3/3.

24 mm. Coach Disc
24 mm. Coach Mansell
22 mm. 8-spoke Wagon
22 mm. 10-spoke Wagon
22 mm. 3-hole Disc



FINE SCALE (29 mm. back to back)
COARSE SCALE (27.5 mm. back to back)
All CCW wheels are to BRMSB standards and we must ask to be excused from any correspondence on this subject

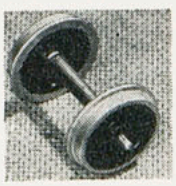


SOUTHERN 8 ft., for Steam or Portsmouth Electric, 4-wheel also for MR Corridor: P316, P326, P328. *per kit* 18/6

Also
GWR 6 ft. 4 in. 4-wheel "Dean" .. *per kit* 18/6
GWR 8 ft. 6 in. 4-wheel "Dean" .. *per kit* 18/6
GWR 10 ft. 4-wheel "Dean" .. *per kit* 18/6

METAL RIMS

24 mm. Coach and Bogie
22 mm. Diesel plastic disc wheels with metal rims per pair on axle: 4/10, FINE or COARSE

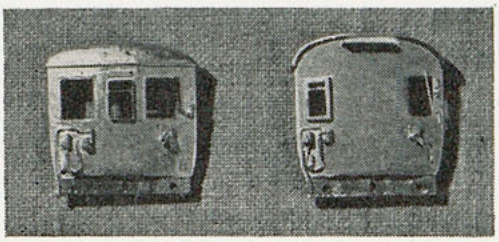


CCW

BASSETT-LOWKE LTD

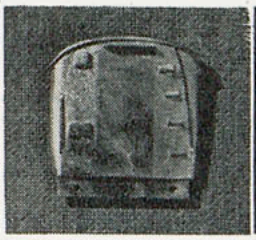
DIE CAST COACH ENDS

CCW present their exclusive series of Die-Cast Coach Ends which are included in the kits listed over the page. They are supplied separately, on request, at the prices quoted. The detail is excellent and they are fitted with lugs for attachment to the floor and sides of the coach, thus rendering coach construction easier than ever. (Prices are per each.)
Please order by Catalogue Number, quoting OCE/.....

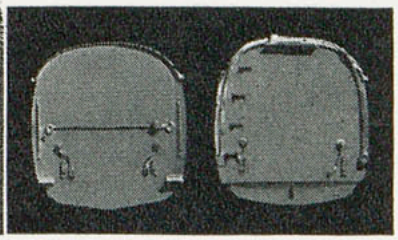


P84: 4/10 each

P77: 4/10 each

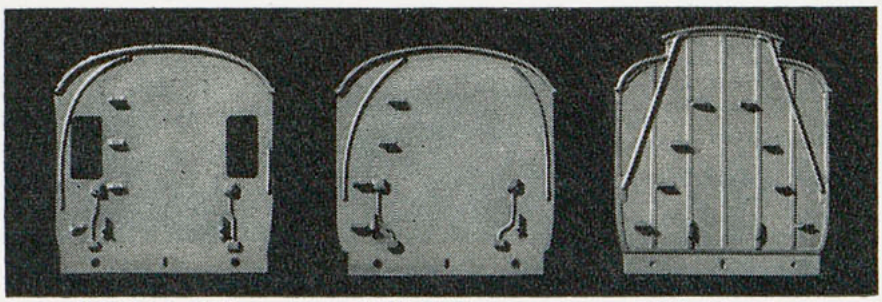


SR Electric Express Non-Driving OCE/7: 3/3 each



BR Suburban OCE/11: 3/3 each

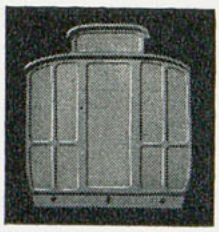
BR Express OCE/12: 3/3 each



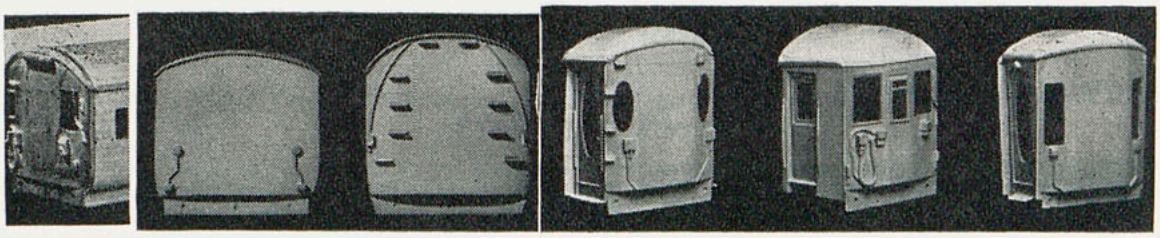
LMS Brake End LNE Suburban OCE/1: 3/3 each

LMS, LNE Suburban OCE/2 3/3 each (also for: SE700, SE702)

Midland OCE/3: 3/3 each



GW Clerestory OCE/6: 3/3 each



BR Electric SE700, 702: 4/10 each

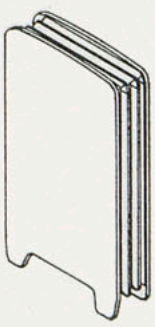
LNER Express OCE/13: 3/3 each

SR Steam, GW 571 Stock OCE/5: 3/3 each

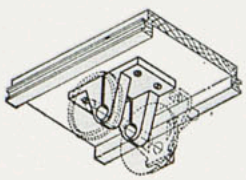
OPCE/1: 5/8 each For P86, also for "Brighton Belle" Non-Driving Ends 1 for P81 2 for P82, P83, P86

OPCE/2: 6/5½ each "Brighton Belle" Driving End One of these and one OPCE/1 are needed for P81

OPCE/3: 5/8 each For Pullmans in Steam services such as "Queen of Scots" "Tees-Tyne Pullman" "Yorkshire Pullman" "Bournemouth Belle"



BR Corridor Connections Each 2/5 (*as illustrated on right*)
Also
ROUND TOP Corridor Connections for LMS etc. Each 3/3
SQUARE TOP Corridor Connections for LNER, SR and Pullman Cars (*on left*) Each 2/5



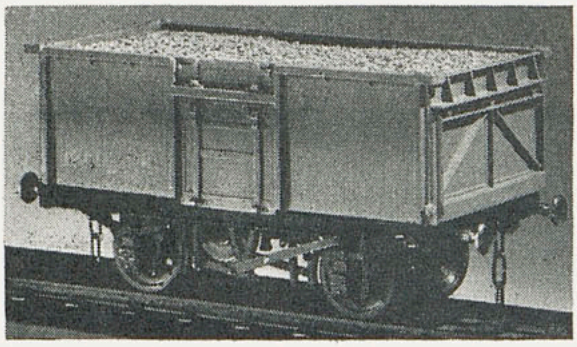
CENTRE BEARING

The new CCW fitting to give side play to the centre wheels of 6-wheel coaches and vans, to enable them to traverse more easily.
Price each (2 parts) 3/3

CCW

BASSETT-LOWKE LTD

CCW Wagon and Van Kits are the quick, inexpensive way to add interest to any layout, and they do not occupy much space! Look at the detail!



16 Ton Standard MINERAL WAGON

You'll agree that this Kit GM/1 is marvellous value for the money! Kit includes sprung axle guards, webbed buffers and full brake gear. The metal castings are assembled with glue. The sides are ridged inside for the load (not included). Plastic wheels are included.

COMPLETE KIT offered for only **32/-**

Instead of the sprung axle guards, as above, KIT GM/1/Solid includes attractively detailed one-piece castings for the underframe sides, axle guards and brake gear, and the price for the complete Kit is only **25/9**

When ordering please state if **FINE** or **COARSE** Scale Wheels.

Black plastic granules for "COAL"—per bag, approx. 3 oz., 10d.

New CCW KITS to enable you to build Standard **RCH & P.O. WAGONS**

This Kit G/3, LMS Standard 12-ton Wagon (5-Plank) is the first of a new series of CCW Wagon Kits for "O" Gauge, each complete with sprung axle guards, webbed buffers, sides scribed for planking, corner pieces and strapping, also Fine or Coarse Scale plastic wheels.

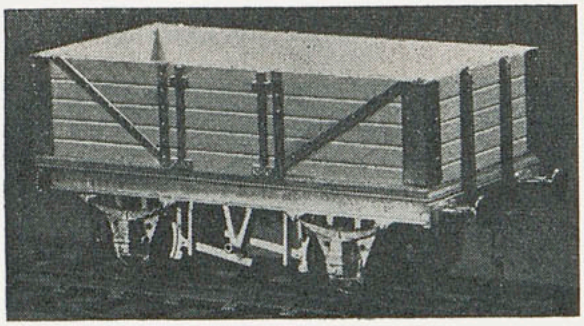
COMPLETE KIT offered for only **23/4**

instead of the sprung axle guards, as above, KIT G/3/Solid has one-piece castings for the underframe sides, and the price is only **16/11**

Kits G/55 and G/55/Solid. LNER 6-plank 12-ton wagon. Prices as above.

When ordering please state if **FINE** or **COARSE** Scale Wheels.

Skinley Drawings for G/3 and G/55 1/6 each, Post 3d. Post Free with other goods



WAGON CHASSIS KIT (as above) **16/11**

Please specify exactly your choice of wheels. We regret that we cannot supply bodies separately for any of these Wagon Kits.

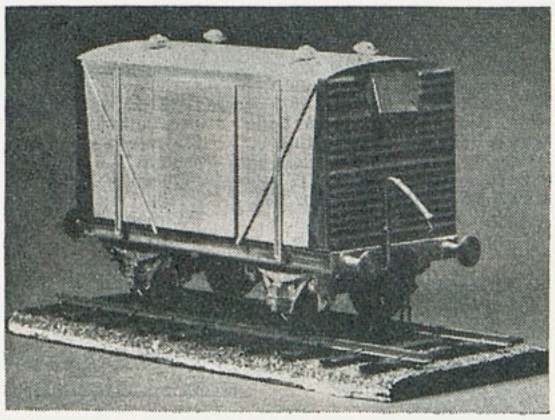
WAGON AND VAN CHASSIS KITS

Wagon underframes, similar to the above, may be ordered separately for modellers to build their own stock. They include sprung axle guards and webbed buffers, also Fine or Coarse Scale plastic wheels, 3-hole disc, or 8 or 10 spoke.

Kit WF/1	9 ft. wheelbase;	16′ 6″ over headstocks.
Kit WF/2	9 ft. wheelbase;	17′ 6″ over headstocks.
Kit WF/3	10 ft. wheelbase;	17′ 6″ over headstocks.

These wagon and van underframe kits are also offered with one-piece side castings for the axle boxes and brake gear, instead of with the sprung axle guards, and the price for Kits WF/1/Solid, WF/2/Solid and WF/3/Solid each, is only **12/1**

CCW present **LMS** (on left below) and **LNE** (on right below) **CORRUGATED END VAN KITS**



When ordering these kits kindly state if you require **FINE** or **COARSE** Scale Wheels.

Also supplied separately:

Pressed brass **CORRUGATED VAN ENDS** 2/5 per pair. Please state if you require LMS or LNE type.

VENTILATORS 5½d. per pair.

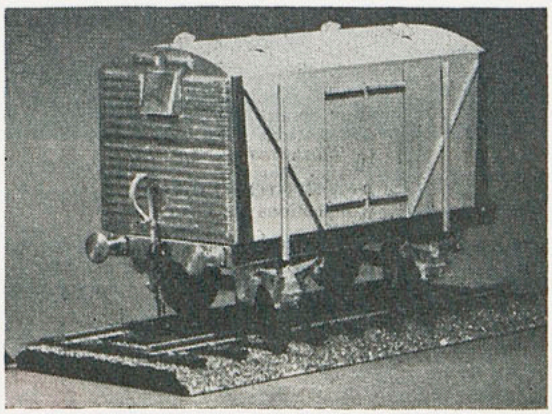
They are useful for a number of other vans also, according to size: LMS 17 mm. wide 11 mm. high; LNE 15 mm. wide 13 mm. high.

Complete VAN KITS, with corrugated metal ends, are now offered on the new WF/3 underframes (as illustrated above with the Wagon Kits). These have sprung axle guards and solid buffers.

COMPLETE KIT only **33/10**

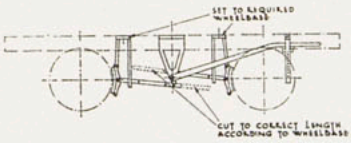
Similar Kits with the latest WF/3/Solid underframes are also available at only **28/2** each

Modellers who favour the more elaborate buffing gear should order Kit OBG/1 separately and in addition to WF/3 or WF/3/Solid.



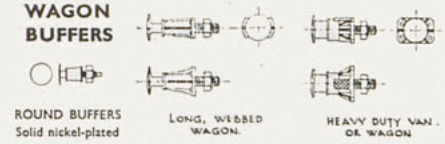
BASSETT-LOWKE LTD

WAGON BRAKE GEAR



Adjustable to a large number of wheel bases. OW/1: Set 5/8

WAGON BUFFERS

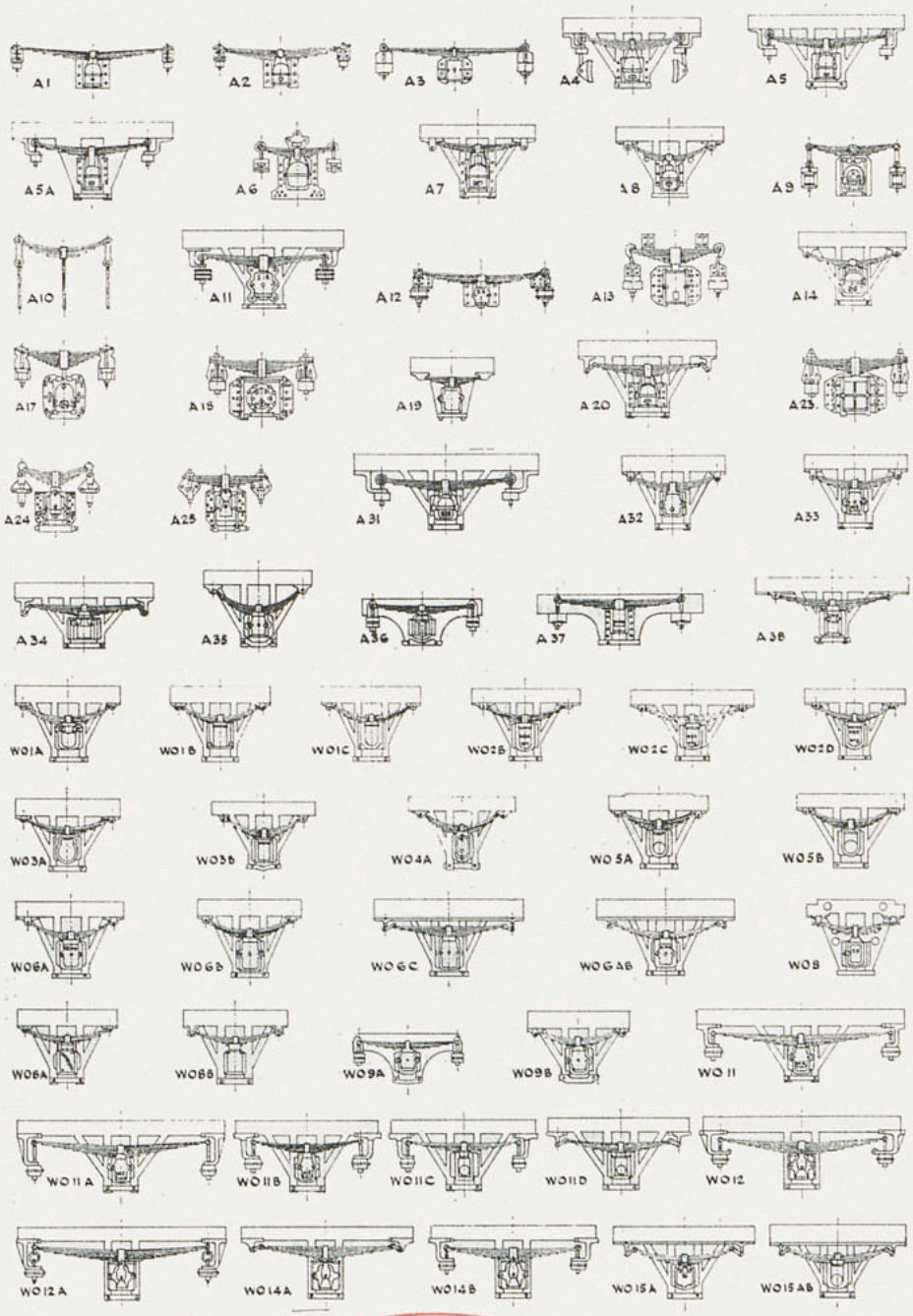


ROUND BUFFERS Solid nickel-plated brass Set of 4, 2/0½

OW/6: Set of 4, 2/5

OW/7: Set of 4, 2/5

AXLE GUARDS



AXLE GUARDS

CCW offer an unrivalled selection of these Important Fittings.

Price each 1s. 0½d.
OR 2 dozen or more (which may be assorted) for 10d. each.

COACH BOGIE

A.1	GW 9 ft.
A.2	GW 7 ft.
A.3	LMS 9 ft.
A.12	SR 8 ft. 6 in.
A.36	SECR 7 ft.
A.37	SECR 8 ft.

TENDER

A.13	LNER
A.17	GW Standard
A.18	LMS Timken Bearing
A.19	LNWR F. W. Webb
A.23	LMS 1936 Stanier
A.24	LNWR G. Whale
A.25	LNWR Bowen-Cooke

GREAT WESTERN

A.6	GW Loriot, Pollen and Crocodile Wagons
A.8	GW 10-ton Wagon
A.9	GW Loco, Old Type Bogie
A.10	GW Loco Driving Wheel Spring (Double frame type)
A.20	GW Brake Van
A.31	GW 5 ft. Van

RAILWAY CLEARING HOUSE

A.4	RCH Van ('J' Hanger) 4 ft. Spring
A.5	RCH Van 4 ft. 6 in. Spring
A.5a	RCH Van 4 ft. 6 in. Spring (Plate frame)
A.7	RCH Van, also for 20-ton Wagon
A.14	RCH Van, also for 12-ton Wagon

MISCELLANEOUS

A.11	SR Utility Van 5 ft. Spring
A.33	MR Goods Wagon
A.34	MR Goods Brake
A.32	GC Fish Van
A.35	L & Y Wagon
W.08	British Railways Standard Wagon

THE J. P. RICHARDS/R. WILLS SERIES

MIDLAND

W.011	Midland 6-wheel Coach 7 ft. Spring (ends)	49 mm. spring
W.011a	Midland 6-wheel Coach 7 ft. Spring (centre)	49 mm. spring
W.011b	Midland Van 1870 to 1910 era	32 mm. spring
W.011c	Midland Van (later)	32 mm. spring
W.011d	Midland Van	31 mm. spring

LNWR

W.012	LNWR 6-wheel Coach (ends)	49 mm. spring
W.012a	LNWR 6-wheel Coach (centre)	49 mm. spring
W.014a	LNWR 4-wheel Coach, 6-wheel Van (ends)	38 mm. spring
W.014b	LNWR 6-wheel Van (centre)	38 mm. spring
W.015a	LNWR Meat Van	28 mm. spring
W.015ab	LNWR 10-ton Goods Brake Van	28 mm. spring
W.06a	10-ton 1906 type for 18 ft. Wagons and Van	25 mm. spring
W.06b	20-ton and 15-ton Wagon, 1908 type	24 mm. spring
W.06c	20-ton 1905 type, 4-wheel Goods Brake	32 mm. spring

MISCELLANEOUS

W.01a	Private Owners grease box type, "Ellis" Round Base	25 mm. spring
W.01b	Private Owners grease box type, Square Base	25 mm. spring
W.01c	Private Owners grease box type Round Base	25 mm. spring
W.02b	North British Rly. Mineral P.O. and Coal	25 mm. spring
W.02c	North British Rly. Van	28 mm. spring
W.02d	North British Rly. Open Wagons and others	23 mm. spring
W.03a	LC & DR or SECR Grease Box	25 mm. spring
W.03b	B & M and LBSCR	23 mm. spring
W.04a	L & SW Oil Box	23 mm. spring
W.05a	NSR 8-ton Grease Box	23 mm. spring
W.05b	Private Owners Grease Box	25 mm. spring
W.08a	Private Owners Gloucester C & W Co.	25 mm. spring
W.08b	GER Grease Box	24 mm. spring
W.09a	LBSCR Coach	
W.09b	LBSCR Oil Box, Wagon	

BASSETT-LOWKE LTD

RENOWNED CCW FINE TRACK PARTS

The first Fine Scale Track was introduced by Mr. W. S. Norris. Fine Scale Track has been in use on his layout for over 15 years subject to continuous running by the most powerful locomotives and very heavy trains with negligible replacements.
Fine Scale Track can be used by Rolling Stock with Coarse Scale Wheels provided the check rails and frog clearances allow for the 27.5 mm. back to back measurement of these wheels. The Flat Base Rail, now standard for British Railways, and coming largely into use, is ideal; there is plenty of clearance for the flanges where the user is already committed to coarse scale standards.

CCW offer a KIT of parts for Diamond Crossing, and with Single Slip and Double Slip. We believe that the majority of 7 mm. modellers will agree that CCW Fine Scale Track is an investment that will pay rich dividends in satisfaction.

The components listed on these pages build into the most correct track ever offered to model railway enthusiasts.

Dog Nail Spikes
Nails

CCW FINE SCALE RAIL SECTIONS

FLAT BOTTOM

BULL HEAD

CONDUCTOR

BULLHEAD RAIL

Nickel Silver, approx. 3 ft. lengths, each	2/0½
Sheradised Steel, approx. 3 ft. lengths, each	5½d.
Set of Special Parts for LH or RH Turnout in N/S rail	20/11
Bullhead Point Frogs and Blades N/S	12/1
NEW Slide-on Chairs, Cast Key L and R, per 100 L or R	7/3
Order for 1,000 or more, price per 100	6/5½
Slide-Rail Chairs for Points, per dozen (Complete with 14BA Screws and Nuts)	4/0½
Check-Rail Chairs for Straights, per dozen	4/0½
Check-Rail Chairs for Curves, per dozen	4/0½
Nails, ½ oz. (about 300)	1/0½
Fish-Plates, Bullhead, per dozen	2/0½
Sleepers, Special Board, per 100	3/3
per 1,000	30/7
Crossing Timbers, Board, per 50	4/10
Strip Metal (for slide chairs) per foot	8d.

FLAT BASE RAIL

Nickel Silver (approx. 3 ft. lengths), each	2/7½
Order for 30 or more, price each length	2/5
Sole Plates for F.B. rail, per 100	3/3
Dog Nails for above, per gross	1/7½
Special Parts for LH or RH Turnout N/S	21/9
Fish Plates for F.B. rail, per dozen	2/0½
Flat Base Point Frogs and Blades N/S	12/1
Slide-Rail Chairs for Points, per dozen (Complete with 14BA Screws and Nuts)	4/0½
Sleepers, Special Board*, per 100	3/3
per 1,000	30/7
Crossing Timbers, Board, per 50	4/10
Strip Metal (for slide chairs) per foot	8d.

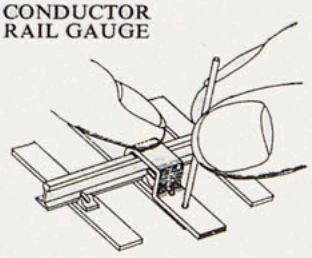
*These sleepers are 'popped' for 5 holes – 4 for the chairs or soleplates, the 5th for securing to the baseboard. They are thus self-gauging.

BALLAST FOR INDOOR TRACKS

We offer special Garnet Paper, 3″ wide. This allows ¼″ either side of the sleepers on single lines. Where double track is used and two strips are placed side by side this margin is reduced to ⅛″ over the outside sleepers. It can be fixed by a light application of adhesive under the outside edges. When laying for Stud Contact care should be taken to see that the copper strip is central to the paper otherwise contact by the stud nails will be missed. This method of ballasting Indoor Tracks is amazingly quick and effective.

Price per yard 2/5

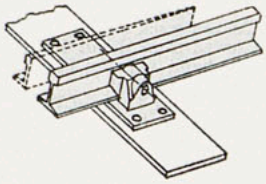
CONDUCTOR RAIL GAUGE



LEFT HAND

SLIDE-ON CHAIRS

RIGHT HAND



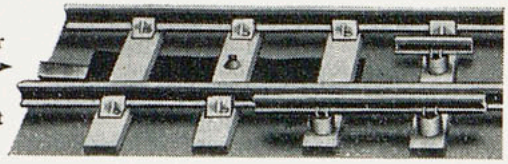
Please look left for all prices

NEW

SLIDE CHAIR

Slide Rail Chair for Points
B/H and F/B

Copper strip for stud contact



ELECTRIC TRACTION

CCW offer various accessories for Electric Traction on their Fine Scale Track. With these accessories, including the Wheels and Sleepers mentioned on other pages, modellers can produce most realistic 2-, 3-, or even 4-rail track.

CONDUCTOR RAIL

(Also suitable for Narrow Gauge Running Rail and Tramways)

Nickel Silver, approx. 3 ft. lengths, each	2/0½
Sheradised Steel, approx. 3 ft. lengths, each	5½d.
Fish-Plates for Conductor Rail, per dozen	2/0½

INSULATORS

All CCW Insulators are ONE-HOLE fixing and are supplied with Clip and Spike, making for ease of laying and realism. Correct SR type brass Insulator, per dozen 2/5
Cheaper type with ceramic Insulator ("A") per 50 .. .. 5/8
Gauge for laying Conductor Rail 10d.

STUD CONTACT

Insulators, ceramic with pin ('B'), per 50	4/0½
Copper Ribbon for Stud Contact, per yard	8d.

BASSETT-LOWKE LTD

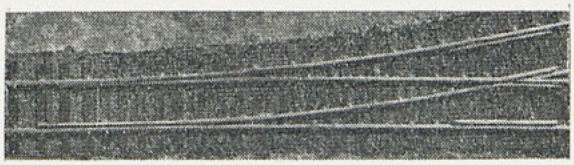
CCW NEW PLASTIC SLEEPERS

(for Flat Base Rail only)

They enable track to be laid quickly and cheaply, as the soleplates are moulded on to the sleepers, and the required holes are drilled

'INTERLACE TURNOUTS'

Owing to the great number and complexity of the moulds that would be needed, it is impossible to make crossing timbers, but we are offering sets of parts for the construction of 'INTERLACE' TURNOUTS as illustrated below, which can be made without crossing timbers. We feel confident that these Turnouts will satisfy the needs of the majority of our customers who use our plastic sleepers.



This system was devised by Messrs. A. W. Hambling & Co., to whom we offer grateful acknowledgements.

DRAWINGS: PW18/6 (R.H.). PW19/6 (L.H.) 3/3 each
(3/– if ordered with other goods)

	Price
Set of Rail parts in Nickel Silver, Flat Base	21/9
Bundle of 100 Plastic Sleepers (for F.B.)	8/0½
Packet of Dog Nails	1/7½

SLEEPERS

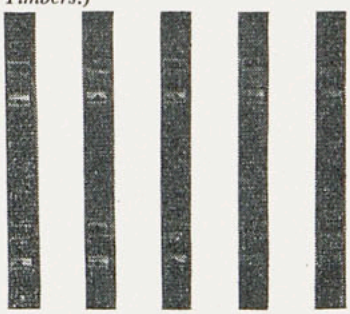
In Black Polythene for Flat Base Rail (ready drilled)

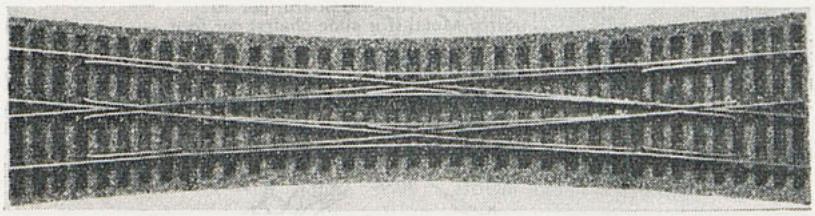
per 100	8/0½
per 1,000	72/6

Dog Nails, per gross (1,000 for appox. 5 yards of track) 1/7½

NOTE: The Scale spacing for Sleepers is 12 mm. between sleepers, that is 51 to the 3 ft. length.

(*See also Board Sleepers and Crossing Timbers.*)





SLIPS SAVE SPACE

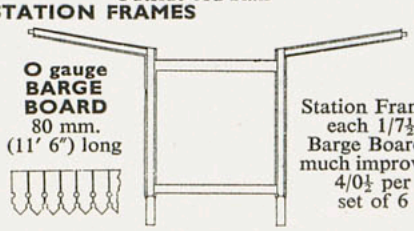
In bulkhead nickel silver rail, CCW offer sets of the essential fabricated parts for these difficult but useful pieces of trackwork (1 in 6 angle, 6 ft. radius), frogs, blades and check rails (not running rails).

NEW! KIT for PW4/6. Diamond crossing (inc. drawing PW4/6) 41/3
KIT for PW5/6. Diamond crossing with single slip (inc. drawing PW5/6) 48/3
KIT for PW6/6. Diamond crossing with double slip (inc. drawing PW6/6) 57/11
(*as illustrated*)

TRACK DRAWINGS

Drg. No.	*Title*	*Price*
PW1	Straight track detail giving BRMSB fine Stds.	3/–
PW2/5	Curved track detail 5′ radius	3/–
PW2/6	Curved track detail 6′ radius	3/–
PW3/6L	Left hand Turnout Point 6′ radius for Bullhead Rail	3/–
PW3/6R	Right hand Turnout Point 6′ radius for Bullhead Rail	3/–
PW4/6	Diamond Crossing 1 in 6 angle	3/–
PW5/6	Diamond Crossing Single Slip 6′ radius	3/–
PW6/6	Diamond Crossing Double Slip	3/–
PW7/6	Diamond Crossing Switch Type, 1 in 6 angle	3/–
PW8/6	Facing Crossover 6′ radius, 1 in 6 angle	5/–
PW9/6	Trailing Crossover 6′ radius, 1 in 6 angle	5/–
PW10/L	LH Turnout 6′ radius, 1 in 6 angle for Flat Base Rail	3/–
PW10/R	RH Turnout 6′ radius, 1 in 6 angle for Flat Base Rail	3/–
PW11	Rail Built Buffer Stop, GW, LMS, and General types	3/–
PW12	Model Track Electrification Details	3/–
PW12/1	Track Electrification Details, SR Outside 3rd Rail	3/–
PW12/2	Track Electrification Details, SR Outside 3rd Rail	3/–
PW13/6	Scissors Crossover 6′ radius, 1 in 6 angle	5/–
PW14/6	Diamond Crossing Single Slip, 6′ radius, 1 in 6 angle	3/–
PW15/6	Diamond Crossing Double Slip, 6′ radius, 1 in 6 angle	3/–
PW16/6	Three-way turnout Point 6′ radius, 1 in 6 angle	3/–
PW17/6	Divergent two-way Point 6′ radius	3/–
PW18/6	'Interlace' Turnout RH 6′ radius, 1 in 6 angle	3/–
PW19/6	'Interlace' Turnout LH 6′ radius, 1 in 6 angle	3/–
PW20/46	Right and Left Turnout 4′ 6″ radius (for Bullhead and Flat Base Rail)	3/–
PW21/3	Right and Left Turnout 3′ radius (for Bullhead and Flat Base Rail)	3/–
PW23/46	Double Junction 4′ 6″ outer radius for Flat Base Rail	3/–
PW22/3	Double Junction 3′ 0″ inner radius for Bullhead Rail	3/–

STATION FRAMES



Station Frames each 1/7½
Barge Boards much improved 4/0½ per set of 6

Height: To top of crossbar	66 mm.
Width: Across top of arms	141 mm.
To outside end of arm (top)	75 mm.
Across uprights	55 mm.

These are very useful for modern Stations, Waiting, Refreshment Rooms, etc., and can be filled in with Brick Paper between the crossbars. If the crossbars are cut then these frames can be used for double or single platforms so: Y or L.

GIRDERS

Section (cast metal) s/s, 120 mm. (17′ 0″) long x 7 mm. (12″) deep x 3 mm. (5¾″) flange.

For Water Towers and other structures. Per bundle of six, 7/3

BASSETT-LOWKE LTD

BOOKS

1,001 MECHANICAL FACTS MADE EASY
by Percival Marshall, C.I.Mech.E. 3/6 net
A handbook of simple mechanical knowledge for everyone interested in the work of the engineer. Technical terms; weights and measures; metals; screws and threads; gears; power transmission; air and water power; engines and boilers; facts about famous engineers and inventors; facts for the workshop; 107 pages, numerous illustrations.

BEGINNER'S GUIDE TO THE LATHE
by Percival Marshall, C.I.Mech.E., revised by Edgar T. Westbury 5/- net
An Elementary instruction book on turning in wood and metal, 104 pages, numerous illustrations.

GEAR WHEELS AND GEAR CUTTING
by Alfred W. Marshall 3/6 net
The purpose of this book is to describe the gear wheels in general use and to explain the principles which govern the formation and numbers of the teeth for a given mechanism, 92 pages, numerous illustrations.

HOW TO READ WORKSHOP DRAWINGS
by W. Longland, revised by E. W. Twining 3/6 net
The subject is not as complicated as it seems and this book explains it simply and clearly without recourse to technicalities. The present edition has been revised by E. W. Twining to conform to B.S. 308a (British Standard Engineering Drawing Practice).

HOW TO WORK SHEET METAL
by Herbert J. Dyer 6/-net
Practical description of metalworking techniques based on 25 years' experience in the 'shop'. Hundreds of helpful diagrams and photographs, 142 pages.

LATHE ACCESSORIES
by Edgar T. Westbury 5/- net
Practical instructions for making numerous ingenious accessories for metal-turning lathes. 88 pages, numerous photos and diagrams.

THE 'M.E.' LATHE MANUAL
by Edgar T. Westbury 15/- net
A comprehensive manual on the small metal turning lathe as used in light engineering work. Various forms of lathe tools are described and separate chapters deal with all kinds of lathe operations.

PRACTICAL LESSONS IN METAL TURNING AND SCREW CUTTING
by Percival Marshall 6/- net
Intended as a guide to the methods of using lathes of the kind usually found in small workshops, but much of the information given applies equally well to tools and work of any size. 178 pages, numerous illustrations.

SCREW THREADS AND TWIST DRILLS
by Duplex 3/6 net
A practical guide to some of the operations more commonly carried out in the small workshop with either hand or machine tools. 88 pages, numerous illustrations.

SHARPENING SMALL TOOLS
by Duplex 3/6 net
All tools in general use are dealt with and the methods recommended are the result of sound experience in workshop practice. 112 pages, numerous drawings and diagrams.

SOLDERING AND BRAZING
by A. H. Turpin 7/6 net
There are chapters on fluxes and heating devices, numerous illustrations by the author, useful tables, and a number of photograph plates. 96 pages.

WORKSHOP HINTS AND TIPS
by Geometer 3/6 net
59 instructional articles reprinted from the 'Beginner's Workshop' series in Model Engineer. A quick handy source of reference to the many tricky operations that arise in light engineering work. There are many illustrations.

FULL SIZE RAILWAYS

ATLANTIC ERA. THE BRITISH ATLANTIC LOCOMOTIVE
by Martin Evans 12/6 net
94 pages, 150 photographs, 20 tables of information which include leading dimensions, coal consumption, running time, speeds in runs, etc. The Atlantic, with its 4-4-2 wheel arrangement, was the leading express passenger locomotive from 1900 to 1925, after which the Pacific came to the fore.

BRITISH LOCOMOTIVES 1825-1960 1/- net
Landscape shape (size 7¼" wide by 4⅞" deep) board cover. Printed in two colours with 32 pages of photographs, drawings and text.

FAMOUS RAILWAY ENGINES OF THE WORLD 1/- net
Landscape shape (size 7¼" wide by 4⅞" deep), board cover. It contains 32 pages of full page photographs depicting many famous locomotives in use on the World's railways. Gives short descriptive history of each, together with mechanical characteristics, power, capacity, etc.

LOCOMOTIVES I HAVE KNOWN
by J. N. Maskelyne, A.I.Loco.E. 42/- net
Sixty-six outline drawings by the author. Coloured frontispiece. The steam locomotive was his ruling passion and he made countless visits to railway centres collecting information about the different classes of locomotives operating on British Railways during the past forty years. This connoisseur's work presents the cream of his research. Sixty-six different types are described. Technical data and leading dimensions are given.

MARSHALL'S BOOK OF RAILWAYS 12/6 net
Case-bound with full-colour jacket. 112 large pages plus eight full-colour plates, 150 photographs, drawings and reproductions of old prints. A team of distinguished railway authors have joined forces to produce a useful record of railway achievements, past and present, in all parts of the world.

PACIFIC STEAM. THE BRITISH PACIFIC LOCOMOTIVE
by Martin Evans 12/6 net
Casebound. 35 photo plates. Five tables of information include leading dimensions, steaming rates, coal and water consumption, speeds on run, etc. Foreword by R. A. Riddles, formerly chief engineer of British Railways. Martin Evans skilfully combines technical information with exciting accounts of the different types built by famous locomotive engineers.

TRACTION ENGINES

A CENTURY OF TRACTION ENGINES
by W. J. Hughes 30/- net
172 pages, 181 photographs, drawings and reproductions of old prints. The author is a member of the National Traction Engine Club and similar bodies. In this painstaking work he presents the results of many years' patient and enthusiastic research into traction engine history.

MODELS BY BASSETT-LOWKE

TRACTION ENGINE PICTURES
by Anthony Beaumont, of Norfolk Steam Engine Club
3/6 net

Landscape shape (size 7¼" wide by 4⅞" deep) board cover. 64 pages include 60 full-page photographs.

MODELLING: GENERAL

AEROMODELLER POCKET DATA BOOK
5/- net

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A practical expert in both boat modelling and radio control fields with many years' experience, the author gives generously of his wide knowledge in language that is explicit and non-technical with a wealth of valuable detail.

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A compendium of useful information for model engineers and small workshop enthusiasts. The new edition contains many new features, including a list of winners of cups and medals at the annual Model Engineer Exhibition held regularly since its inception in 1907. A Directory of Clubs, New Trends in Model Engineering. There are also 30 pages of workshop tables, formulae and graphs.

MODEL PETROL ENGINES, THEIR DESIGN, CONSTRUCTION AND USE
by Edgar T. Westbury 8/6 net

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MODELLED ARCHITECTURE
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A really practical work on the subject of architectural modelling. Begins with notes on suitable scales, advice on tool kits, material to be used, etc., and carries the reader right through all the essential details of this fascinating pastime, including 'period' scale modelling, churches, cathedrals, complete layouts and large-scale work. Delightfully illustrated with nearly 200 diagrams. 170 pages.

MODELS IN BOTTLES
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For the past century the modelling of ships in bottles has been a popular craft. Mr. Bartley shows how the art can be extended to include the 'Bottling' of windmills, stage coaches, scenes from fairy tales, in fact, an infinite variety of subjects.

PAINTING AND LINING MODELS
by R. C. Rogers 3/6 net

Numerous drawings and diagrams. The reader is then given detailed stage-by-stage directions for the painting of the model, from the rubbing down until the final coat. In addition he describes the equipment needed for doing the job and for mixing and storing paints.

SECRETS OF SHIPS IN BOTTLES
by Peter Thorne, M.S.I.A. 4/6 net

The author is a Member of the Society of Industrial Artists and is responsible not only for the beautiful models illustrated, and the clear text explaining in detail their construction and ultimate disposition in their containers, but also for the numerous drawings so essential to a book of this nature.

LIVE STEAM

BUILDING A STEAM ENGINE FROM CASTINGS
by E. T. Westbury 2/- net

Describes in detail, fully supported by photographs and drawings, the machining and construction of a Stuart No. 10 engine which is produced in three forms—the 10H horizontal, the 10V vertical and the Double 10 twin vertical.

LIVE STEAM BOOK
by 'L.B.S.C.' 9/6

To use the well-known expressions of the author, this is a collection of illustrated notes from his 'words and music', fully describing useful 'tried, tested and guaranteed' components and accessories suitable for small steam powered locomotives intended for real work.

MAINTENANCE AND MANAGEMENT OF SMALL LOCOMOTIVES
by H. E. White 12/6 net

214 pages. This book caters for the man who, having built and operated one or more miniature steam locomotives, naturally wishes to keep them in good working order for as long as possible. Numerous photo plates, drawings and diagrams aid the text.

'MAISIE'
by 'L.B.S.C.' 12/6 net

Most popular of all this author's famous scale locomotives, 'Maisie', easy to build and not too expensive, is a 3½" gauge model of the large-boilered Atlantic built for express trains of the old Great Northern. 109 working drawings and 16 photographs. Full size blueprints are sold separately.

MODELS BY BASSETT-LOWKE

MANUAL OF MODEL STEAM LOCOMOTIVE CONSTRUCTION
by Martin Evans 30/- net
32 pages of photo plates. 122 line drawings. Instructions given are applicable to any steam locomotive of gauges 1¾″ to 10¼″. Although there have been other excellent books on the building of steam locomotives, it is doubtful whether the subject has ever been covered in such a practical way: there are scale drawings of practically every part and fitting found in the model and all the normal machining processes involved in construction are described in detail. 32 pages of half-tone plates include 82 photographs. These consist of finished models and also of locomotive fittings, set-ups in the lathe and stages in boiler making. Apart from the constructional data chapters are also included on the choice of gauge and scale of the model, the choice of a suitable prototype on which to base it, use of fuels, raising of steam and driving etc.

STEAM LOCOMOTIVE FOR '0' GAUGE
by Norman Dewhirst 5/- net
Describes and illustrates the design of a model steam locomotive for '0' gauge, which can be built to scale proportions with modest equipment and without special castings. 84 pages, plans, photographs and constructional drawings.

WALSCHAERTS' VALVE GEAR
by Henry Greenly, revised by Ernest A. Steel, Assoc. I.Mech.E., M.J.I.E. 3/6 net
Intended for railway modellers confronted with the intricacies and problems of introducing Walschaerts' Valve Gear into their own models. 62 drawings and diagrams.

MODEL AIRCRAFT

ALL ABOUT MODEL AIRCRAFT
P. G. F. Chinn 6/- net
Its magazine size pages are packed with up-to-the-minute information on the latest methods of building and flying. The 24 chapters contain over 50,000 words and the text is enlivened by over 400 illustrations which include 350 'how-to-do-it' photographs, and a glossary of model aircraft terms.

MODEL AIRCRAFT ENGINE TESTS
by P. G. F. Chinn 5/- net
This book makes available for the first time in one volume, a means of comparing the performance of the world's leading model aircraft engines, as assessed by the world's foremost engine expert Peter Chinn. The word 'test' does not adequately describe the detailed manner in which the author examines the design, construction and performance characteristics of each engine. A performance graph and photograph is given for each engine.

RADIO CONTROL
by F. J. Camm 12/6 net
This handbook has been written to encourage the beginner and to help develop the interest of those already enjoying radio control. It deals not only in theory, but also the practical development in the remote control by radio of model ships and aircraft. Very fully supported with illustrations. 135 pages, size 8½″ by 5½″.

SINGLE-CHANNEL RADIO CONTROL
by R. H. Warring 3/6 net
72 pages with more than 90 diagrams and drawings. 12 art pages containing 36 photographs. The development of transistorised radio has given a tremendous boost to the hobby of radio control, so that nowadays there is plenty of inexpensive equipment available for the control of model aircraft, model power boats and model yachts. A chapter is devoted to 'trouble-shooting' and the book includes many useful charts.

MODEL RAILWAYS

GARDEN RAILWAYS
by R. E. Tustin 10/6 net
A most reliable and interesting book based on the author's own experience of model garden railways. Chapters deal with the choice of site, layouts and levels, track foundations, viaducts, bridges, tunnels, stations and station buildings, track, track laying, signalling, motive power construction of rolling stock, etc. 106 pages. Many photos and diagrams.

SHIP MODELLING

THE ANATOMY OF NELSON'S SHIPS
by Dr. C. Nepean Longridge 63/- net
272 pages. Describes the construction of the ships of the Nelson period, with drawings and the only existing photographs showing the hull construction of the two ships which actually fought at Trafalgar. Gives a complete description of the masts, spars and rigging of H.M.S. Victory and tells how the author built his important model of her. A series of large scale folding plates showing both hull and rigging, complete what is undoubtedly the most comprehensive work ever published on the subject. There are 268 illustrations.

BUILD YOURSELF A MODEL YACHT
by W. J. Daniels and H. B. Tucker 12/6 net
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FLAGS FOR SHIP MODELLERS AND MARINE ARTISTS
by Alex A. Purves 3/6 net
84 pages and illustrations. The addition of a few suitably selected flags gives a touch of colour and realism to ship models and paintings alike; and particularly to the scenic model which is, after all, a three-dimensional picture.

THE FOUR-MASTED BARQUE
by E. Bowness 9/6 net
128 pages, with folded sheets of drawings and numerous photographs and diagrams. A most valuable contribution to the literature on ship modelling. The 4-masted barque, as a type, has been most carefully analysed and the many variations in form and rig are described and illustrated.

HOW TO MAKE CLIPPER SHIP MODELS
by E. Hobbs 17/6 net
A practical manual dealing with every aspect of Clipper Ship Modelling, illustrating some of the finest specimens of models of this interesting type of ship.

HOW TO MAKE OLD-TIME SHIP MODELS
by E. Hobbs 21/- net
A practical and fully illustrated work explaining exactly how to build all kinds of old-world ship models. 175 illustrations and 5 full-size folding plate designs for building a Carrack; an Elizabethan Flagship and a 100-gun ship, the 'Royal Albert'.

MODELS BY BASSETT-LOWKE

MASTING AND RIGGING
by Harold A. Underhill 36/- net
This book, which contains 50 full-page working drawings and 200 detail sketches, fully covers the whole subject of spar construction and rig of the 19th and 20th century Sailing Ships. Drawings are provided of every spar for both iron and wooden craft, together with chapters on standing rigging, running rigging and sails, while the working and rig of various types of self-reefing Topsail, lead of gear and function of brace and halliard winches, etc., are fully explained.

MODEL SAILING YACHTS
by W. J. Daniels and H. B. Tucker 10/6 net
140 pages, many photos and drawings. Contains full constructional and operational details, including tables of offsets for the building of 10-raters, M-class and 36" R-class yachts. The methods of building and sailing are explained in clear concise style with a wealth of detail.

MODEL YACHT CONSTRUCTION AND SAILING
by Lt. Col. C. E. Bowden, A.I.Mech.E. 5/- net
Numerous photographs and drawings. Explains the principles of the design and construction of small racing craft in the light of modern knowledge on hydro-dynamics.

MODELLING THE CUTTY SARK
by Edward Bowness 6/- net
64 large pages. 62 drawings and diagrams and 34 photographs and plates, including hull and rigging plans and dimensions of masts and yards. Detailed instructions for a $\frac{1}{16}$" to 1' scale model.

MODELLING THE REVENGE
by C. N. Millward 5/- net
96 pages, illustrated. Really detailed instructions, supported by numerous drawings for building a model of this famous Elizabethan ship-of-war.

MODELLING TUDOR SHIPS
by R. K. Battson 4/6 net
88 pages, illustrated. A more advanced book than Period Ship Modelling, but intended to be complementary to it. Whereas the elementary book made no attempt to describe the construction of a planked model, this one does.

PERIOD SHIP MODELLING
by R. K. Battson 3/6 net
86 pages, illustrated. Intended for the beginner who wants something better than a prefabricated kit model but is not yet ready to tackle a difficult subject.

POWER DRIVEN SHIP MODELS
by A. D. Trollope 15/- net
80 drawings and diagrams. 128 pages. The author is well-known for his articles in Model Engineer and his successful power boat designs. He is also a judge at the Model Engineer Exhibition and has spent a lifetime in close contact with the technical side of ship ownership, ship design and salvage. The present book incorporates all the 'know how' acquired over a period of many years. Very detailed and practical directions are given and the whole project is surveyed with great care and the various alternatives fully discussed.

SAILING SHIP RIGS AND RIGGING
by Harold A. Underhill 18/6 net
Section I. A detailed description of the various rigs from a full-rigged ship to a Humber Keel and small yacht, with 32 illustrations of typical craft.
Section II. A representative collection of authentic sail and rigging plans from original builders' drawings, ranging from a five-mast full-rigged ship to a small sloop-rigged yacht. These drawings are of well-known and famous vessels, such as the five-mast ship 'Preussen'; five-mast barque 'Potosi'; seven-mast schooner 'Thomas W. Lawson'; yachts – 'Britannia', 'Sunbeam II', etc;. a Watson Sailing Lifeboat and some of the modern sailing training ships. In all 33 plans of famous vessels with notes, descriptions and details of each.
Section III. Diagrams, Drawings, and Tables, naming the Masts, Spars, Sails and Rigging, together with notes on the development of the Square Sail.
Section IV. A Glossary of Terms used in connection with Masts, Spars, Sails and Rigging.
Fully Detailed Index. Ruled pages at end of book for readers own notes and records on the vessels described and illustrated.

SCALE MODEL SHIPS—THEIR ENGINES AND CONSTRUCTION
by Bernard Reeve, M.S.N.R., and P. W. Thomas, Ass. I.E.E. Illustrated by the authors, with a foreword by W. J. Bassett-Lowke 21/- net
A practical manual on the building of working scale model ships and suitable power plants for amateur constructors.

SHIPBUILDING IN MINIATURE
by Donald McNarry 12/6 net
160 pages, 40 illustrations and plates with drawings and photographs by the author. His work embraces models from Tudor times to modern liners of the latest type. The author puts his long experience at disposal of the reader, who is given detailed instruction stage by stage, from the purchase of materials until the final completion.

SHIP MODELLER'S LOGBOOK
by John N. C. Lewis 7/6 net
200 pages, including over 100 detailed drawings by the author. The author gives practical building instructions for a series of models. These include a decorative ship model, a decorative half model, a small waterline model, a ship set in a sea, two representative ship models, three built-up models commencing with a very simple subject, and finally a sailing model of a Grand Banks, fishing schooner. The book is illustrated with many photographs of the models or the ships described and with fourteen accurate scale plans.

NEW EDITIONS

MODEL MECHANICAL ENGINEERING
by Ernest Steel 18/- net
This comprehensive work is by a colleague of the late Henry Greenly; after the war he completely revised Greenly's Model Steam Locomotives, and he is the author of Model Electric Railways published a year ago. His new manual covers all aspects of model engineering, from the equipment of the workshop and the operation of tools and mechanisms to the principles of the design of locomotives, stationary and traction engines and internal combustion engines.

MODEL STEAM LOCOMOTIVES
by Henry Greenly 30/- net
This revision of Henry Greenly's classic work on Model Steam Locomotives enables the amateur and the professional model-maker to incorporate the latest devices and improvements in steam locomotives into his models. Mr. Steel has revised and enlarged the original text and introduced many new and valuable diagrams and illustrations relating to the latest types of steam locomotives in British and other railways, and for many years to come this book must be the definitive guide to this branch of model-making.

MODEL RAILWAYS
Revised by Ernest Steel 18/- net
Greenly's Model Railways has been a companion to his Model Steam Locomotives since the mid-twenties. Several revised editions appear between publications and the beginning of the war but this is the first revision to be carried out since 1939. Ernest Steel who revised Greenly's Model Steam Locomotives, has now completely revised its authorative companion. New drawings have been prepared throughout and new photographs have replaced those of earlier editions. In all, there are over two hundred and fifty illustrations and diagrams. The text covers all types of model railways from passenger-carrying gauges to the smallest indoor circuits and provides full instructions for the construction of all necessary equipment.

MODELS BY BASSETT-LOWKE

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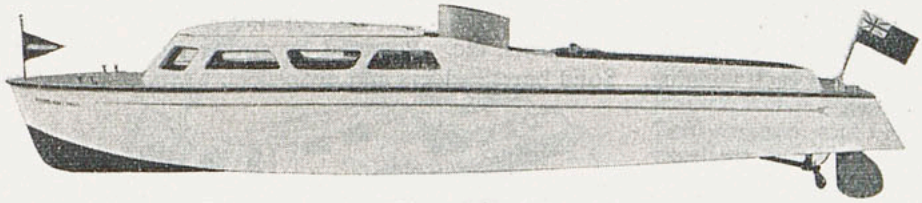
Fast Motor Boat "Streamlinia"

39″ long by 8″ beam



POWERED BY STEAM

A powerful model capable of long runs at fast walking pace.
The seasoned timber hull is carved from the solid
and is hard chined with a slipper stern.
The steam plant has a working pressure of 45 *lb.*
Hard soldered copper boiler fired by an automatically regulated spirit burner.
The Engine is $\frac{7}{16}$″ *bore and stroke—*
a double acting unit with high speed and flexible performance.
A beautiful Hand-built Model
designed for reliable and fast running.

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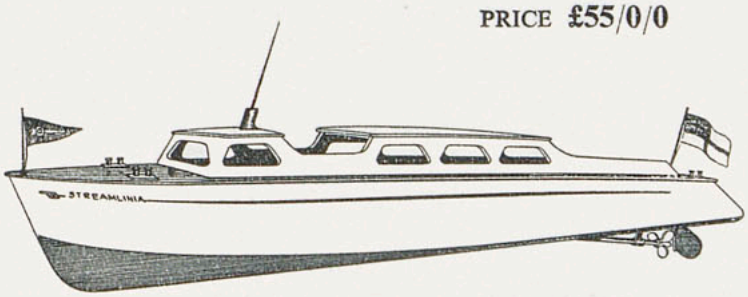


ELECTRIC DRIVE

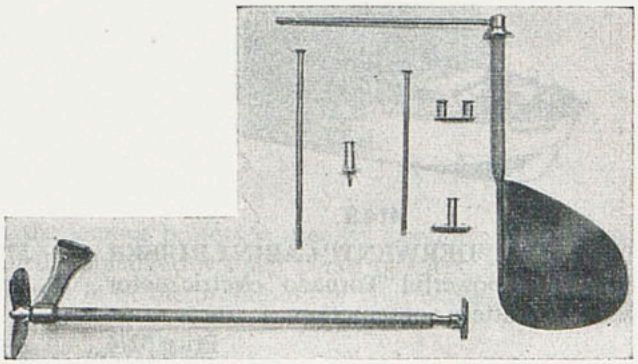
Of the same quality construction as the steam model,
but styled for electric power. PRICE **£35/0/0**
Fitted with R.M.A. Single Channel Radio operating an
escapement rudder control. PRICE **£52/10/0**

BATTERIES EXTRA

BOTH MODELS SUPPLIED IN LIGHTWEIGHT CARRYING CASE WITH LEATHER STRAPS AND HANDLE.

SEPARATE FITTINGS

Shaft complete with Propeller and Coupling — Price **£1. 10. 0.** each
Fore-Flagstaff and Sockets — Price **7/9** each
Aft-Flagstaff and Sockets — Price **6/-** each
Complete Rudder with Tube Socket and Tiller Arm — Price **£1. 7. 6.** each
Bollards — Price **3/-** each



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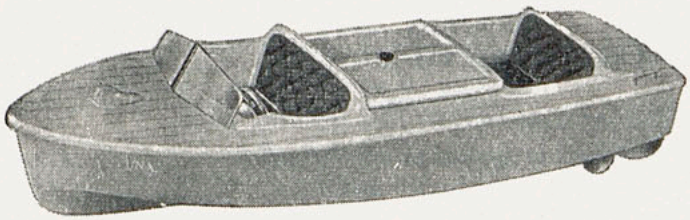
HORNBY POWERED BOATS

SCALE MODELS WITH SUPER PERFORMANCE

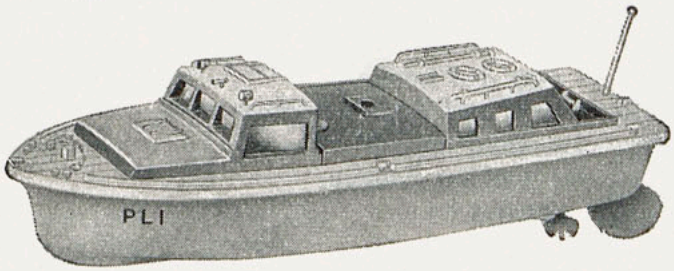
Reliable performance, realistic detail. Moulded hulls and superstructure, with separate fittings such as masts, handrails, searchlight, lifebelts, etc. Powered by strong clockwork motors giving 120/140 feet run on each winding. Solid brass rudders and propellers. Model power craft you'll be proud to own.



MODEL No. 3

Twin Cockpit River Launch "UNA".
Red hull, cream deck and blue upholstery.
Dimensions: Length 10½″, Beam 3⅜″.

Price **18/6**



MODEL No. 4

Fast Patrol Launch "PLI".
White hull, cream deck, red and white superstructure.
Dimensions: Length 10½″, Beam 3″.

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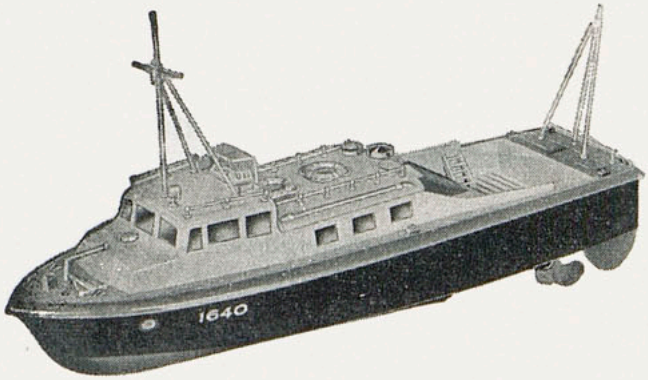
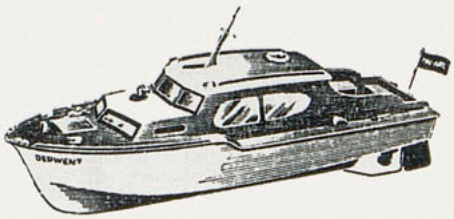


MODEL No. 5

R.A.F. Range Safety Launch "1640"
Black hull, light brown deck, white superstructure.
Dimensions: Length 10″. Beam 3″.

Price **19/9**

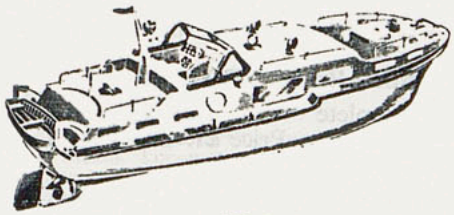
TRIANG POWERED BOATS



414 S

14″ (35.6 cm) **"DERWENT" CABIN CRUISER** fitted with a powerful "Tornado" electric motor with low battery consumption.

Price **32/6**



432 S

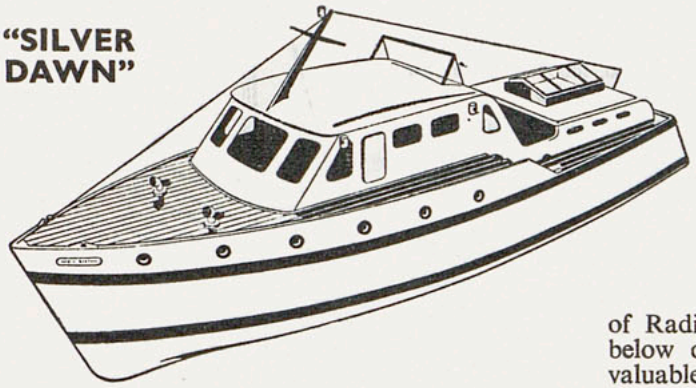
17″ (43.2 cm) beautifully detailed scale model of an **OCEAN GOING CRUISER,** the **"AVON"** is driven by a geared "Revmaster" electric motor from torch batteries. Price **52/6**

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

MOTOR CABIN CRUISERS

"SILVER DAWN"



The finest cabin-cruiser ever presented in kit form. The design is based on ocean-going cruiser lines and beginner or expert can take pride in the finished result.

Simplicity of construction is a feature which will appeal to all.

Performance and appearance is excellent and will cause comment wherever sailed. Designed for 6 or 9 volt electric motor which will produce better than scale speed or, for the speed enthusiast, up to a 1 c.c. diesel.

Cabin space allows for installation of Radio Control Equipment, batteries, etc., below decks with locking covers to protect valuable equipment from the water. Dimensions: 31 in. overall length, 9 in. beam.

Kit contains: Cut parts of Best Selected Woods. Plan, Photo Chart, with Step-by-Step Building Instructions. Price **£4/1/8**

"WHITE CLOUD"

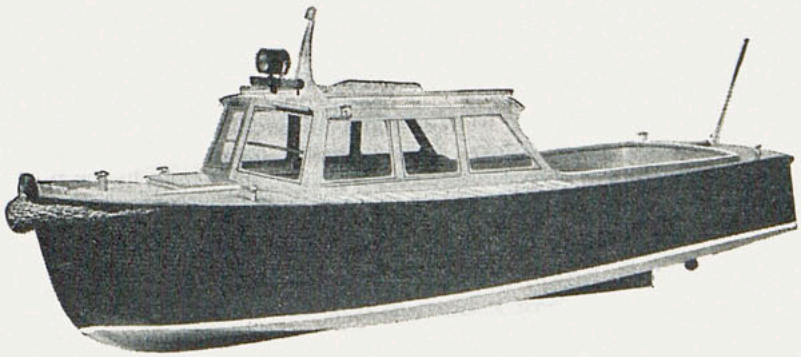
A Junior model of the "Silver Dawn" cruiser, of basically similar design and the same simple type of construction. Although of relatively small dimensions, "White Cloud" is an impressive model when complete. Dimensions: 15½ in. overall length, 4½ in. beam.

Designed for any standard 3-6 volt electric motor. Cabin space allows ample room for drive gear and batteries.

Kit contains: Cut parts of Best Selected Woods. Plan, Photo Chart, Step-by-Step Building Instructions. Transfers. Price **£1/8/0**

PACKING AND POSTAGE 2/6 PER SET

POLICE LAUNCH



A 26″ replica, accurate and authentic, of the famous prototype used by London's River Police. Many shaped parts, others fully pre-fabricated. Suitable for small Diesel or Electric motors. No shaft or propeller is provided, thus enabling you to fit the propulsion of your choice. Unsinkable construction.

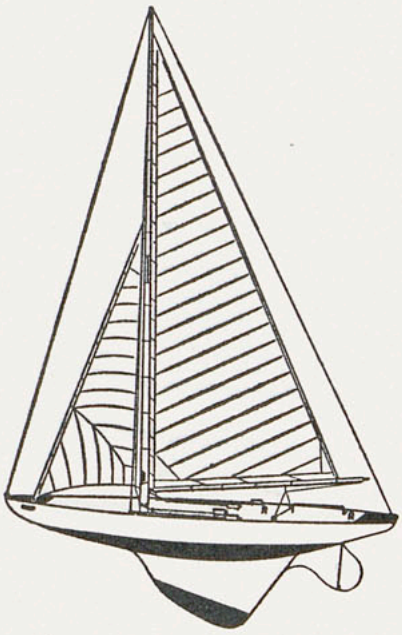
Price **47/-** Postage **2/6**

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

MODEL RACING YACHTS

"IONA"



Length overall 24 in. Beam 5½ in. A model yacht designed by a naval architect, which is almost a replica of the hull of a 6-metre racing yacht. This boat is built of all balsa on the bread and butter principle and each layer is cut to shape, leaving only the edges to be trimmed off to complete a beautiful hull.

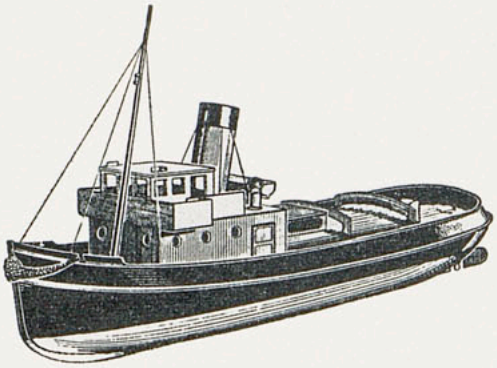
Moulded and bored Lead Keel is included in the kit, together with a Tapered Mast and Professionally Finished Sails. "Iona" has Automatic Steering and a Tapered Mahogany Mast with all Rigging.

Step-by-Step Building Instructions are embodied in a Clear-Cut, Easily Understood Drawing, and particulars of how to treat the balsa are also given in the Instructions. Price **52/6**

"FIONA"

Grace and speed in every line. Length overall 36 in. Beam 9 in.

This really magnificent racing yacht is not only the last word in design but it is the most comprehensive kit yet put out. In addition to Plans with Photographs and the most minute Building Instructions, the kit contains a set of Beautiful Sails made by a sail maker, hemmed and cross stitched, Braine type Steering Gear with Quadrant, Rudder and Rudder Pillar in a complete unit. Mast in three pieces tapered with Brass Cross Trees, Lead Keel finely moulded and bored, all Hull Shapes fine saw cut balsa to exact dimensions, Plywood Deck, all Rigging. Price **131/3**



'TITAN' Tug Boat

Length 20″ O.A.

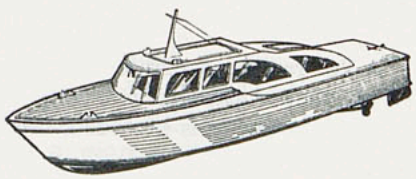
A FINE LITTLE BOAT OF WHICH YOU CAN BE INFINITELY PROUD.

Tugs are always the most fascinating of all water craft and this free-lance kit design of a typical harbour tug fairly bristles with the bumptuous air of these work-horses of the world's sea-ways.

Completely pre-fabricated structure, including die-cut plywood cabin parts, gunwhales and decking. Spindle-moulded hull structure that needs only assembling and sanding. Ready-made and coloured funnel, plastic ventilators and rudder assembly, etc.

Shaft unit and couplings have been omitted to permit the builder to fit the propulsion unit of his choice. Suitable for small diesels UNDER 1 c.c. (water-cooled), also for electric motors. Price **47/-**

DOLPHIN



A fine Cabin Cruiser following the best nautical practice. Mainly of balsa and ply. All parts are supplied, including cellophane, wire, bollards and fairleads. Motor extra.

Length 24″. Beam 7″. Weight 30 ozs. complete.

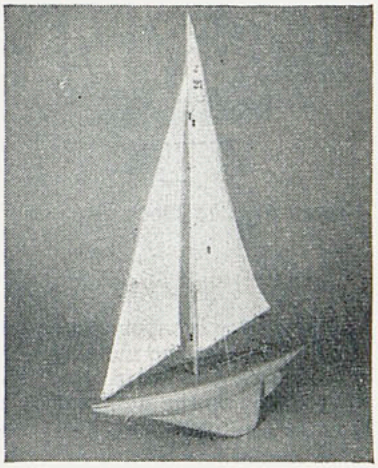
Price: **36/6**

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

ALBATROSS

J Class model racing yachts



You can enjoy the thrills of sailing with these true-to-life handsome yachts – designed by skilled craftsmen and built from the finest seasoned timber, sailcloth, and rustproof deck fittings. With hulls of 16″ – 60″ to choose from, here is a racing yacht balanced to respond to the slightest breeze, that will give pride to any enthusiast who takes pleasure in the sight of a well finished model.

Chosen on four occasions by the Council of Industrial Design for exhibiting in the leading capitals of the world.

Lightweight hollowed and balanced hull with poured lead keel and finished in hard marine enamel allowing maximum performance. A completely automatic steering gear is fitted to the hand lined deck. The sails are fully adjustable. The stepped mast and boom complete a yacht that would be a pride to any enthusiast.

J/16 (16″ long) **63/6**
J/25 (25″ long) **127/6**
J/36 (36″ long) **219/6**

TRI-ANG MODEL YACHTS

430Y 16″ OCEAN RACER

404Y 24″ RACING YACHT

Magnificent scale model of a modern ocean racer, fitted with detailed deck fittings, precision-moulded hull, cabin windows and stand. Automatic rudder, unbreakable glass-fibre mast, fully adjustable Bermuda rig sails; display stand, full instructions. Packed in rigid 'Carry-home' case. **97/6** postage **3/6**

430Y 16″ OCEAN RACER

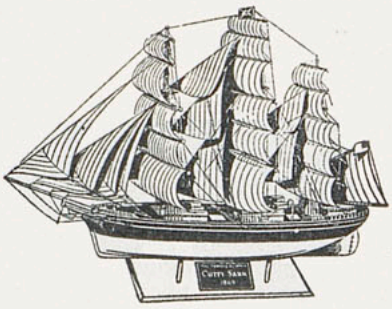
Precision-moulded hull, deck, etc. Fully adjustable Bermuda rig. Automatic rudder. **28/11** postage **2/6**

404Y 24″ RACING YACHT

MODELS BY
BASSETT-LOWKE

BASSETT-LOWKE LTD

MARINECRAFT CONSTRUCTION KITS



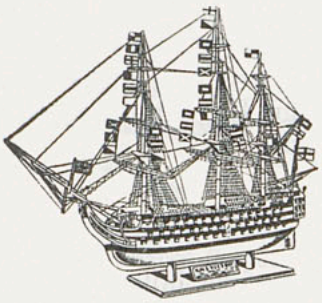
"CUTTY SARK"

Cutty Sark, named after the character in Burns' poem "Tam-o-Shanter", became the most famous Clipper afloat. A very beautiful ship with a charmed life, her fame spread to all parts of the world. No. 1 model, 17 inches overall length.

This model has a photographic chart making it possible for builders who do not understand plans to construct this beautiful Clipper ship with ease.

Kit contains: Shaped Hull. Full set of Sails, Flags and all Paints. Photographic Step-by-Step Building Chart. Plan and Detailed Building Instructions. Plastic Lifeboats, Dead Eyes, Wheel. Printed Deck Fittings. All Colours. Price **25/8**

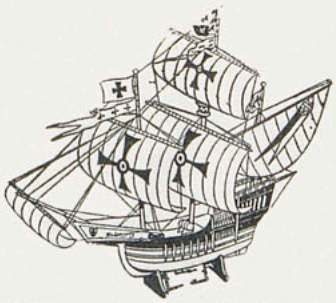
"H.M.S. VICTORY"



In presenting a super detailed miniature of the famous ship we have overcome the modellers' greatest difficulty of cutting over 100 square gun ports. This is achieved by the simple method of building up the hull in deck layers enabling builders to make a clean job with ease. No. 1 model, 20 inches overall length.

This model has been produced for the advanced modeller and we feel sure it will give hours of pleasure in the making and years of delight as an ornament.

Kit contains: Shaped Hull and five Cut-out Decks. Step-by-Step Photo Chart of Building Operations. Plan and Detailed Building Instructions. Coloured Flags of Nelson's famous signal. Printed Panels. All Brass Guns. Rigging. All Colours. Price **60/8**



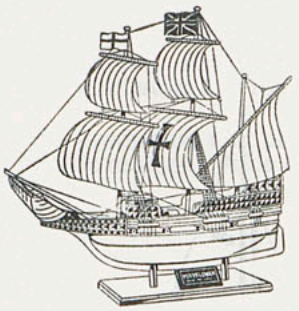
"SANTA MARIA"

A beautiful replica of this wonderful ship designed from a model presented by the Spanish Government. The perfect lines and grace of the Santa Maria make it outstanding in its class of Ancient Galleons.

Easy to construct, a razor blade or balsa knife being the only tool required. No. 1 model, 19 inches overall length.

Kit contains: Step-by-Step Photo Chart of Building Operations. Detailed Building Instructions and full-sized Plan. Shaped Hull. Printed Sails and Flags. Rigging. Silk Screened Coloured Panels. All Colours. Anchor, Cradle and Name Plate. Price **39/8**

"MAYFLOWER"



This remarkable 8-gun merchant ship, typical of the period, had a very long life packed full of adventure. During the period 1588 to 1620, her adventures can even be traced to whaling. As far as records go her activities ended with her famous voyage from Southampton to America in 1620 with 110 pilgrims. These pilgrims became known in history as the Pilgrim Fathers and were the first British settlers in America.

It is unfortunate that so remarkable a ship should have passed out of existence leaving practically no details of construction and design. We only know that there were similar sister ships and from these and details derived from "Fragments of Ancient British Ship Wrightery" we have been able to construct a complete model.

A simple model, ideal for the beginners' first attempt. No. 1 model, 13 inches overall length.

Kit contains: Shaped Hull. Guns and Dead Eyes. Coloured Panels and Sails. 7-stage Photo Chart. All Colours. Plan and Detailed Building Instructions. Price **28/-**

OTHER SETS IN THIS SERIES OF RELIABLE KITS INCLUDE:

GOLDEN HIND, Sir Francis Drake's Ship, 24" long	**56/-**
ARK ROYAL, Sir Walter Raleigh's Ship, 19" long	**57/2**
H.M.S. BOUNTY, Lt. Bligh's Famous Ship, 13" long	**24/6**

BASSETT-LOWKE LTD

MODEL POWER BOAT MACHINERY

THE MARINE MOTOR

THE IDEAL UNIT FOR ALL MODELS UP TO 50″ LONG

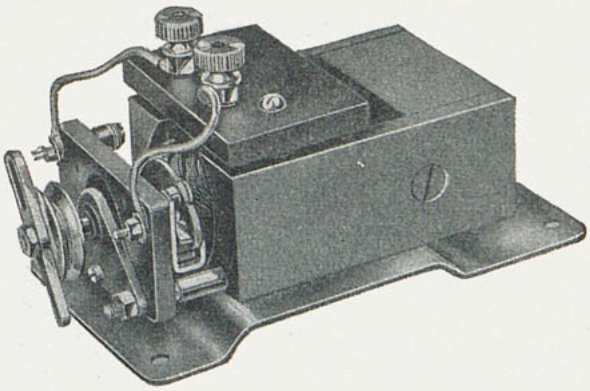
This boat motor incorporates our "Permag" unit. It is extremely efficient and durable and will give many years' service. It will operate from two 3-cell dry batteries coupled in series or from a 6 Volt accumulator.

The field is a strong Alnico permanent magnet, the armature is tripolar.

The motor performance is very consistent with a low current consumption.

Reversing is effected by changing polarity through a double pole double throw switch and is, therefore, ideal for radio control.

We recommend using with this motor the Remod 3-blade Propeller or the 2″ diameter 3-blade Brass Propeller shown on page 76.



Shaft Diameter $\frac{1}{8}$″

Size of Base, 2″ wide × $3\frac{3}{8}$″ long. Height from base to top of terminals $1\frac{5}{8}$″. Weight $11\frac{1}{4}$ ozs.

Replacement Brushes price **11d.** each. Price **£3/3/0** Postage **1/6**

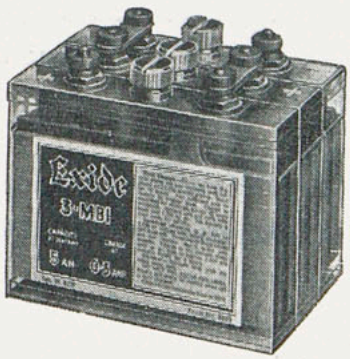
Panel Mounting Switches suitable for attaching to superstructure or deck of model boat.

Single Pole on-off Switch. Price **4/6**

Double Pole Double Throw Switch for reversing. Price **5/3**

EXIDE ACCUMULATORS FOR ELECTRIC BOATS

This range of accumulators is eminently suitable for boat work, being both compact and efficient. They may be coupled in series or parallel to increase the total voltage or amperage capacity. All batteries are sent out unfilled and not charged.



Types SPI and MBI. 4 and 6-volt "free" acid units in celluloid cases. They are particularly suitable for model boat operation or wherever a small light-weight battery is required. These types are not unspillable.

Type	Voltage	Amp. hr. capacity at 20 hr. rate	Overall Dimensions in inches W.	L.	H.	Approx. Weight (Charged) lb. oz.	Price £ s. d.
2SPI	4	3	$3\frac{3}{16}$	$1\frac{3}{4}$	$3\frac{1}{8}$	1 8	**1 13 6**
2MBI	4	5	$4\frac{1}{16}$	$1\frac{3}{4}$	$3\frac{1}{2}$	2 6	**1 19 3**
3MBI	6	5	$4\frac{1}{16}$	$2\frac{11}{16}$	$3\frac{1}{2}$	3 9	**2 18 9**

MODELS BY BASSETT-LOWKE

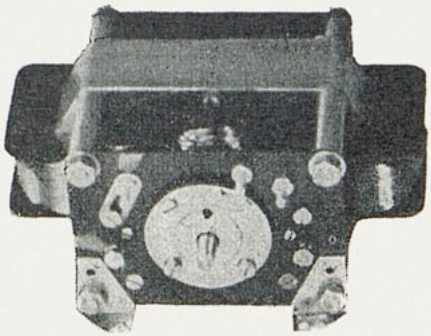
BASSETT-LOWKE LTD

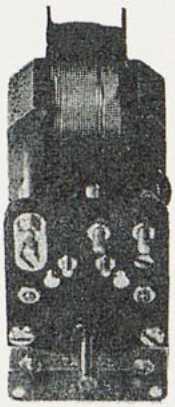
TAYCOL

Electric Motors for Power Boats

TAYCOL 6 to 12 volt series wound Boat Motors

'DOUBLE SPECIAL'





'SUPER SPECIAL'

Adjustable Brush Pressure, Felt Pad Lubricators. All motors are reversible by means of single pole change-over switch.

Although the Taycol Motors are designed primarily for driving model Boats, they may be used with many other models including cars, railway engines, cranes, excavators, robots, etc.

	Asteroid	Meteor	Standard	Supermarine Special	Double Special
Recommended Propeller size	3-blade $1\frac{1}{4}''$	3-blade $1\frac{1}{2}''$	3-blade $1\frac{1}{2}''$	3-blade $1\frac{3}{4}''$	3-blade 2″
Shaft diameter	$\frac{3}{32}''$	$\frac{3}{32}''$	$\frac{3}{16}''$	$\frac{1}{4}''$	$\frac{1}{4}''$
Height of shaft centre above base	$\frac{11}{16}''$	$\frac{11}{16}''$	$\frac{11}{16}''$	$1\frac{1}{4}''$	$1\frac{1}{4}''$
Motor height	$2\frac{3}{4}''$	$2\frac{3}{4}''$	$2\frac{3}{4}''$	$2\frac{3}{8}''$	$2\frac{3}{8}''$
Width	$1\frac{5}{8}''$	$1\frac{5}{8}''$	$1\frac{5}{8}''$	$4\frac{1}{8}''$	$5\frac{1}{8}''$
Length over shaft	$2\frac{3}{8}''$	$2\frac{11}{16}''$	$4\frac{1}{4}''$	$4\frac{7}{16}''$	$4\frac{7}{16}''$
Weight	8 oz.	$12\frac{1}{2}$ oz.	18 oz.	$2\frac{1}{4}$ lb.	$2\frac{1}{2}$ lb.
Suggested hull length	Up to 24″	24″ to 36″	30″ to 40″	36″ and upwards	36″ and upwards
Price	**32/11**	**38/8**	**59/2**	**80/10**	**95/-**

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

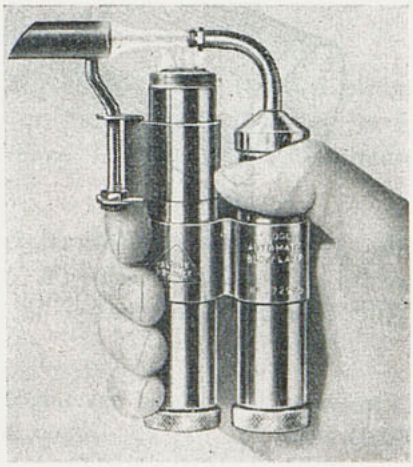
VALTOCK BLOWLAMPS

Burn methylated spirits (wood alcohol) only, require no pumping – are self pressurising, have no moving parts – need no adjustment.

Soundly made from precision manufactured parts, this series of 3 sizes is ideal for soft soldering, small silver soldering, glass bending, paint-stripping, etc., and is safe for use in the home.

THE '2000' AUTOMATIC BLOWLAMP

Entirely new Miniature – designed by engineers for everyman's toolkit – no moving parts to go wrong – powerful pencil flame of approximately 2,000°F. Weight, 6 ozs., height 5″. **14/7**



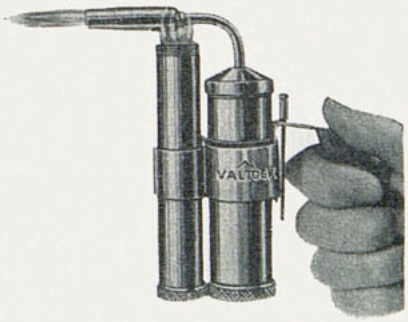
The '2000' Automatic Blowlamp with soldering attachment

THE 'MAJOR' BLOWLAMP

This is a dual-purpose blowlamp. It can be used for soldering and paint-stripping jobs, and then quickly converted for fine, delicate work. The secret is a flame shield, which gives a flame of approximately 2,000°F. and six times larger than that given by the Miniature model. To obtain a thin, pencil-flame, all you do is to remove the flame shield.

The 'Major' weighs 12 ozs. and stands 5½″ high. It is made from solid brass tube and is self-pressurising.

The Valtock 'Major' is really a valuable addition to every tool-kit for model makers, and, of course, the handyman. **30/-**



The Valtock 'Major' Blowlamp

The Valtock No. 3 Blowlamp

THE VALTOCK No. 3

has been specially designed for the home user hence its absolute safety, extreme simplicity and unequalled efficiency.

While this is the ideal blowlamp for rapid paint stripping, it is also perfectly suited for all soldering, plumbing jobs, etc. It can be used by anyone with perfect safety, in the house or out of doors. It has a beautiful nickel-plated finish. Flame temperature approximately 2,000°F. The most advanced blowlamp now available. **63/-**

MODELS BY BASSETT-LOWKE

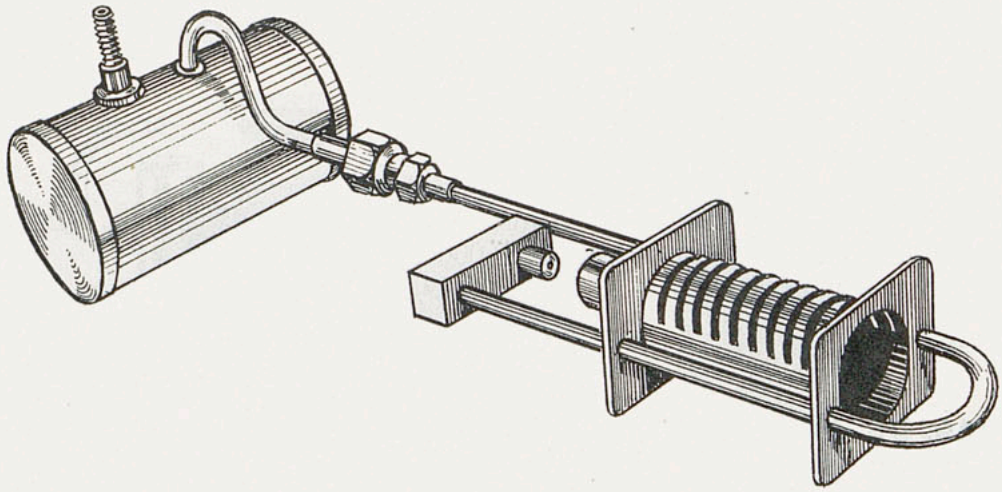
BASSETT-LOWKE LTD

PARAFLAME BURNER

THE PERFECT MINIATURE BLOWLAMP

for Locomotive Marine or Stationary Boiler Firing

Supplied complete with container or as separate burners for individual fitting



SPECIFICATION

Length of Burner only (excluding fuel tube)	3½ in.
Width of Burner only	1 in. × ⅞ in. high
Length of Venturi flame tube	1½ in.
Size of Container	2½ × 1½ in.
Overall length of complete Boiler and Container ..	7½ in.

For large boilers two burners may be mounted in tandem or parallel using one container

Price of Blowlamp Complete **92/6** Price of Separate Burner **63/-**

DIRECTIONS FOR USE

Remove filler cap and put one-twelfth pint of paraffin in container.

Replace filler cap (ensuring washer is intact) and screw firmly.

Heat burner. If this is to be done out of doors use a small tin dish filled with asbestos string or cotton waste and soaked with methylated spirit. Shield from wind. Take care *not* to place the jet itself in the flame.

Allow about 3 to 4 minutes for burner to become well heated then attach cycle pump to filler cap and give about a ¼ to ½ stroke.

N.B.—Only a very small pressure is required—over-pumping will cause the burner to fail.

If the burner does not ignite immediately, either—

(1) The burner has not been preheated sufficiently. Let down the air pressure in the container and reheat the burner.

(2) The jet may be fouled, in which case the nipple cleaner should be used.

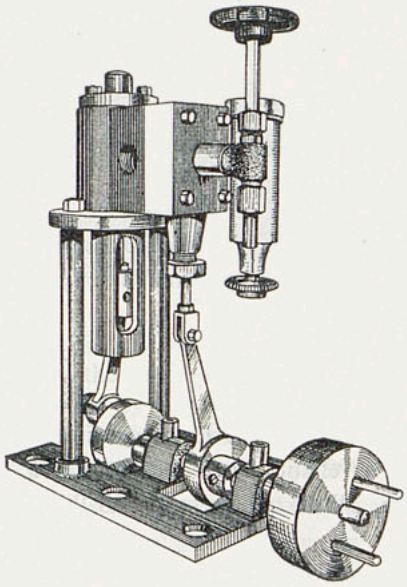
If the flame is yellow, it indicates that the burner is not vapourising properly, due to the burner being insufficiently heated. If left to burn this trouble may correct itself, but it is not advisable to let this happen frequently, as the burner jet may become sooted.

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

MODEL POWER BOAT MACHINERY

THE "ECLIPSE" HIGH-SPEED MARINE ENGINE



This engine is suitable for boats of good lines up to 3ft. long where a good turn of speed is required.

ENGINE made throughout of hard brass castings and non-rusting material.

CYLINDER $\frac{7}{16}$" stroke by $\frac{7}{16}$" bore. Packed piston. Screw down stop valve on steam chest with union for $\frac{1}{8}$" pipe. Exhaust $\frac{1}{4}$". Screwed 32 threads to suit standard unions.

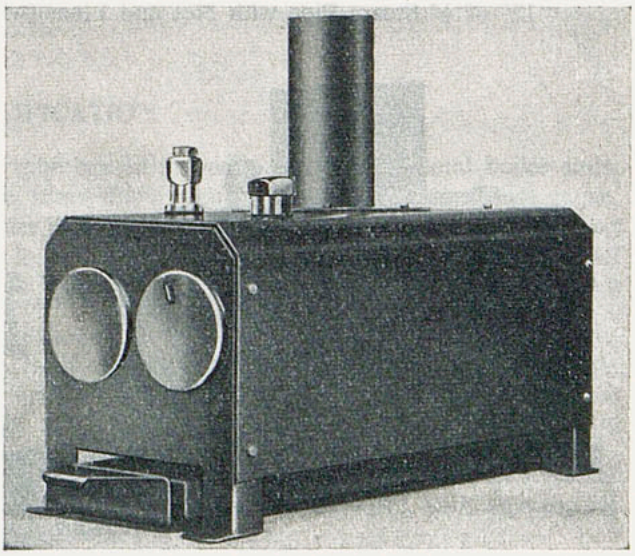
Large capacity displacement lubricator. Long and properly fitted bearings. Flywheel complete with driving pins. Height to top of cylinder $3\frac{1}{2}$". Base $2" \times 1\frac{3}{4}$". Weight 13 oz.

The direction of the engine can be reversed by adjusting the eccentric by the grub screw. Price **£9/0/0**

TWIN DRUM MARINE BOILER

This boiler has been especially designed for model boat work, and is capable of steaming engines up to $\frac{1}{2}$" bore by $\frac{1}{2}$" stroke. It is constructed from solid drawn copper tube with cast gunmetal ends, silver-soldered in, and is fitted with screwed filling plug, safety valve and steam piping with half union for connecting to engine. Size: Length $7\frac{1}{4}$" by Height $3\frac{3}{8}$" by Width $3\frac{1}{4}$" (Funnel 3" high).

Complete with methylated spirit burner. Price **£6/0/0**

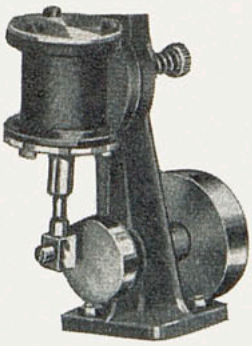


This Boiler can be fitted with Pressure Gauge and Syphon at an extra cost of 42/-.

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

"S.T." ENGINE AND BOILER



The Engine ($\frac{7}{16}$" bore; $\frac{7}{16}$" stroke) is just as carefully made as our bigger engines, and it is a great favourite for driving Meccano and other toys. It is extraordinarily powerful, though it is not big enough to drive a dynamo.

The Cylinder is double-acting, it and the standard is gunmetal. The crankshaft, disc, and crankpin are one piece of steel.

The engine can, with the aid of the very clear instructions, be built by the youngest beginner.

With such accuracy are the parts made, that we guarantee the engine to work well. If there is any difficulty, send the engine to us, we will gladly give assistance.

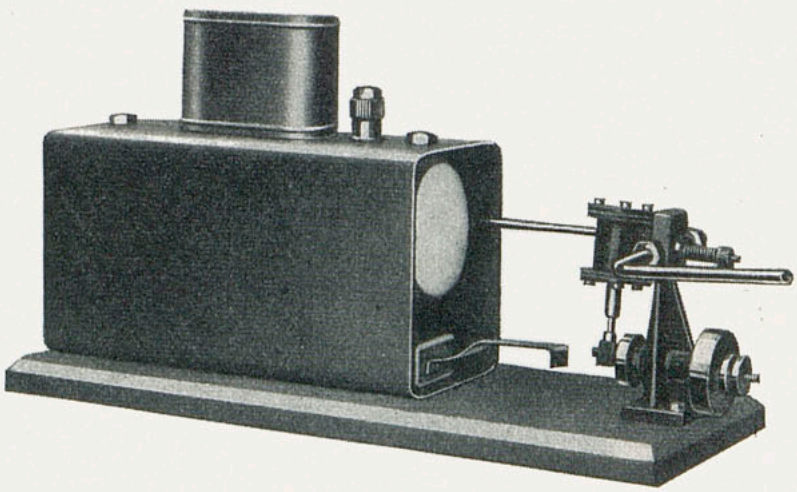
Overall dimensions, 2" long × 1" wide × 3" high.

The Boiler, $1\frac{3}{4}$" diam., $5\frac{1}{2}$" long, is of solid drawn copper, brazed. Tested to many times the working pressure. Fitted with superheater and provided with a reliable "pop" safety valve, a safe spirit lamp and polished copper funnel, $5\frac{1}{2}$" × $2\frac{1}{4}$" × $4\frac{1}{2}$" high. Working Pressure, 30 lbs.

Very clear instructions for building and running the plant are provided.

Set of Engine Parts (postage abroad 1/-)	Price **£1. 3. 4.**
Finished Boiler with Lamp and Steam Pipe to Engine	Price **£3. 12. 11.**
Finished Engine	Price **£1. 12. 1.**
Set of Engine Parts and Finished Boiler together	Price **£4. 16. 3.**

Extras—Exhaust Pipe and Union Nut, Price **4/1.** Fire-proof Base, Price **5/10.**
12" of $\frac{1}{8}$" Steam Pipe with Nut and Liner (when S.T. Boiler is not used), Price **4/1.**



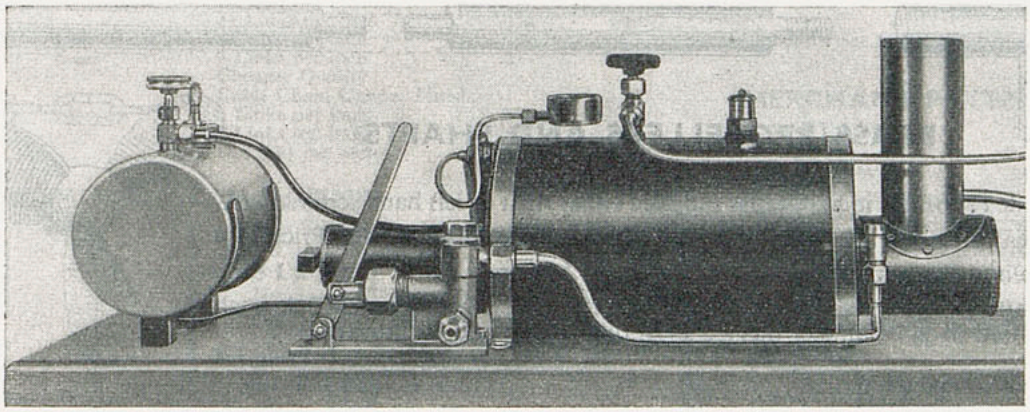
A Complete Plant Engine and Boiler mounted on fire-proof base 9" × $3\frac{1}{4}$"

Painted and Tested. Price £5/10/0

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

CENTRE-FLUE LAUNCH BOILER

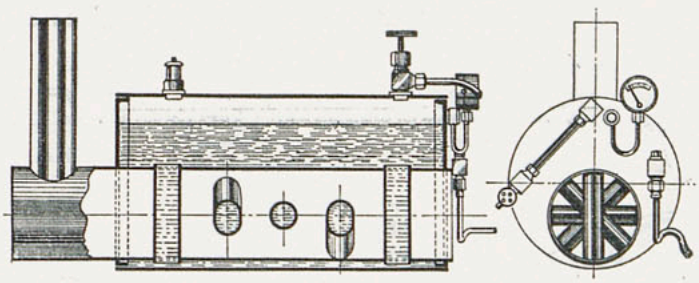


The principle of the Centre-Flue Boiler is obviously ideal for model power boats. The Cross Tubes in the centre-flue ensure very rapid generation of steam. The blowlamp flame is enclosed and surrounded by the water space of the boiler, so that the inside of the boat hull is not subjected to extremely high temperature. It is only necessary to line the hull with sheet asbestos and to mount the boiler on chocks or crutches as shown in the illustration.

Petrol is used for the blowlamp—this fuel gives an intense clean flame.

The power plant as shown is fitted with hand lever pump for filling the boiler while under steam pressure.

The separate boiler is supplied complete with check valve, to which connections from the pump may be attached. The pump recommended for this purpose is our No. 1726/2. Price **£3/2/6**



Sectional Views of Boiler Showing Position of Water Tubes

SPECIFICATION

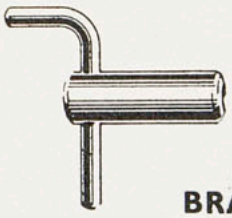
No. 1 Boiler. Constructed of solid copper tube brazed throughout with gun metal boiler ends. Boiler mountings comprise of pop safety valve, screw down regulator, water gauge, pressure gauge, check valve. Suitable for Double Acting Cylinder Engines up to ¾″ bore × ¾″ stroke. Normal working pressure 80-100 lb. Weight without water 3½ lb. Length 6½″. Diameter 3½″. Height over Funnel 5½″. Diameter of Funnel 1½″. Number of Cross Tubes, 7. Price: **£17/10/0**

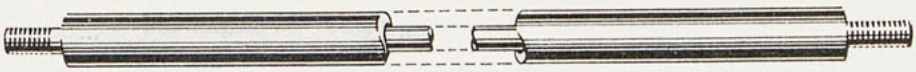
No. 2 Boiler. Specification as above, suitable for Double Acting Engines up to 1¼″ bore × 1¼″ stroke, or Twin Cylinder Engines ¾″ bore × ¾″ stroke (Double 10 on page 87). Weight without water 5¾ lb. Length 7¾″. Diameter 4½″. Height over Funnel 9″. Diameter of Funnel 1¾″. Number of Cross Tubes, 8. Price: **£24/0/0**

Blow Lamp. The Container is constructed from solid drawn tube and **all joints are silver soldered.** Fittings comprise screw down regulator valve and combined filler and air valve, with adaptor for connecting cycle pump. Suitable for firing either of the above Boilers.

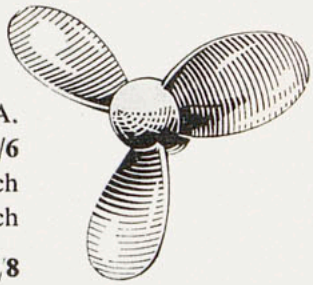
Length overall 8″. Size of Container 2½″ dia. × 4″ long. Height over fittings 4½″. Weight 22 ozs. Price: **£5/17/6**

MODELS BY BASSETT-LOWKE



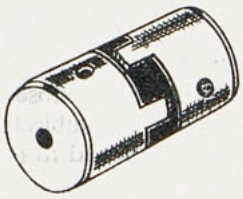


BRASS PROPELLERS AND SHAFTS



3-Blade Propellers in hard brass supplied either right or left hand screwed B.A.
1¼″ dia. Price **9/6** 1½″ dia. Price **11/6** 2″ dia. Price **15/6** 2½″ dia. Price **18/6**
Couplings for connecting to Electric Boat Motors. Price **2/1** each

Shafts to suit above comprising $\frac{5}{32}$″ diameter steel shaft screwed B.A. each end fitted in $\frac{5}{16}$″ diameter bushed stern tube, 8″, 9″ and 10″ long overall.
Price **7/8**



SILENT SHAFT-COUPLING

For quiet smooth drive

In pairs for connecting these sizes:
$\frac{5}{32}$″ - $\frac{5}{32}$″, $\frac{5}{32}$″ - $\frac{3}{16}$″, $\frac{5}{32}$″ - $\frac{1}{4}$″, $\frac{3}{16}$″ - $\frac{3}{16}$″, $\frac{3}{16}$″ - $\frac{1}{4}$″, $\frac{1}{4}$″ - $\frac{1}{4}$″
Price per pair **3/9**
Complete with Allen Key for locking Recessed set screws

Simplified Pattern PROPELLERS AND SHAFTS

Propeller shaft 8″ or 10″ long fitted with two-blade propeller. Left hand only. Price **5/2**

As above, but fitted with three-blade propeller. 1¾″ diameter. Right or Left hand. Price **6/8**

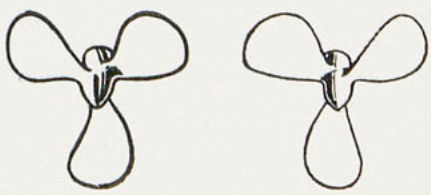
These shafts are suitable for model boats up to 36″ long and may be used with electric and clockwork motors.

2-BLADE PROPELLER—1¾″ diameter

A very suitable pattern for use with small clockwork and electric motors. Die cast in special alloy, it is tapped 7 B.A. for $\frac{3}{32}$″ shaft. Supplied only Left hand. Price **1/6**

"REMOD" 3-BLADE PROPELLER

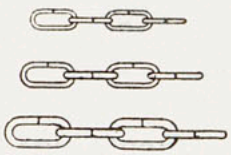
This highly efficient design is the result of considerable experiment and we can justly claim that this propeller will give the highest standard of performance in comparison with any pattern so far produced. It is die cast in a special alloy which is both light and strong. It is tapped with a 7 B.A. thread for screwing on to $\frac{3}{32}$″ diameter shaft. Available Right or Left hand.
1¾″ diameter Price **3/1**



MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

PLAIN CABLE CHAIN



Best Quality Silver Plated.
Each link separately soldered.

	Per Foot
3½ Links per inch	1/6
4 Links per inch	1/9
9 Links per inch	2/–

Cheaper Quality
Cable Chain Copper Finish.

6 Links per inch	1/–
8 Links per inch	9d.
18 Links per inch	6d.

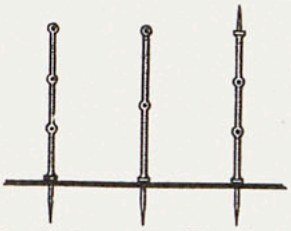
MASTHEAD LIGHTS

3/16″ dia. × ¼″ high.
W.B. 942/1. Painted Grey.
Price 1/-.
Nickel Plated. Price 1/6.

MERCHANT PATTERN CAPSTAN

W.B. 939/1. 7/16″ high, 7/16″ diameter.
Oxidised finish. Price 1/-.
Nickel Plated. Price 2/4.

SCALE MODEL STANCHIONS



⅛″ scale. Height, deck to top rail 7/16″.

No. 1. 2-Ball, per doz	6/–
No. 2. 3-Ball, per doz.	6/8
No. 3. 2-Ball Spike top for wood rail, per doz.	6/–
No. 4. 4-Ball, per doz.	7/3
No. 5. 4-Ball spike top for wood rail, per doz.	7/3

3/16″ scale. Height, deck to top rail, ⅝″.

No. 1. 2-Ball, per doz.	6/6
No. 2. 3-Ball, per doz.	7/3
No. 3. 2-Ball spike top for wood rail, per doz.	6/6

Special Large Stanchions for models of Motor Launches, Tram Car protective rails, etc. Proportions as for 2-Ball illustrated above. 2-ball. 1½″ high. Per Doz. Price 8/11.

SPECIAL BRASS WIRE FOR RAILS to suit above

For ⅛″ scale, 26 gauge, in coils of 25 ft. Price 6d. For 3/16″ scale, 24 gauge, in coils of 25 ft. Price 6d.

PORT AND STARBOARD LIGHTS

Motor Launch Type Dummy Pattern.
No. 938/1. Oxidised finish, ⅜″ diameter, ½″ high, per pair 2/-
As above, superior finish, Nickel Plated, per pair 4/-

POLISHED WOOD HANDRAIL for use with spike-top stanchions

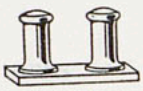
⅛″ or 3/16″ scale, in 3′ lengths. Price 2/-. By Post in 12″ lengths unless otherwise specified.

(Complete with Screens)
Size ¾″ × ½″ high.
W.B. 941/1. Oxidised finish, per pair 5/-
Nickel Plated finish, per pair 7/-

FAIRLEADS

W.B. 984/1. ½″ long.
Oxidised finish 6d.
Nickel Plated 1/6
W.B. 984/2. ¾″ long.
Oxidised finish 8d.
Nickel Plated 1/8

BOLLARDS

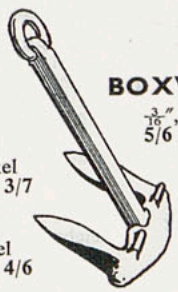


W.B. 983/1. 9/16″ long
Oxidised finish 7d.
Nickel Plated 1/6
W.B. 983/2. ¾″ long
Oxidised finish 1/–
Nickel Plated 1/9

CLEATS

W.B. 985/1. ⅜″ diameter.
Oxidised finish 8d.
Nickel Plated 1/8

'BYERS' ANCHORS



White Metal with movable flukes
W.B. 982/1. No. 1. Size 1½″ overall. Superior finish Nickel Plated 3/7
W.B. 982/2. No. 2. Size 1¾″ overall. Superior finish, Nickel Plated 4/6

BOXWOOD DEADEYES

3/16″, ¼″, 5/16″, ⅜″.
5/6 per doz.

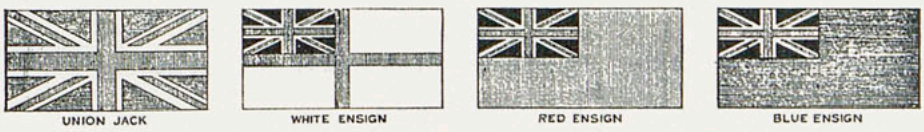
DAVITS

W.B. 930/1. 1½″ high.
Oxidised finish, per pair 1/6
W.B. 930/2. 2″ high.
Oxidised finish, per pair 2/–

BOXWOOD RIGGING BLOCKS

⅛″, 3/16″, ¼″, Single. Plain price 5/6 per doz.
Stropped price 7/6 per doz.
⅛″, 3/16″, ¼″, Double. Plain price 5/6 per doz.
Stropped price 7/6 per doz.

MINIATURE FLAGS



A NEW RANGE OF SHIPS' FLAGS IN 4 TYPES—UNION JACK, WHITE ENSIGN, RED ENSIGN AND BLUE ENSIGN. They are silk screen processed in water-resistant colours on strong laminated fabric. 2″ × 1″. Price 6d.

SCALE MODEL SILK FLAGS

Each flag is made of pure silk, is hand-hemmed and hand-painted in waterproof colours to exact proportions and details. British Flags: Union Jack, Red Ensign, White Ensign, Blue Ensign, St. George's Cross. 2″ × 1″—1/6 each. 3″ × 1½″—2/7 each. Special Stock Flags: Burgee 'Alert' (2″ × 1″), Blue Peter (1¼″ × 1″), Merchant Air Ensign (2″ × 1″). Price 1/6 each.

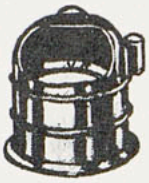
MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

MERSEY MARINE Super quality Marine Fittings

BRONZED PILLAR
Fluted.
Size: $\frac{5}{8}$" high.
12/6

LADDERS
Steel Bronzed.
Length 2", Width $\frac{3}{8}$", 5/6 each
Length $2\frac{1}{2}$". Width $\frac{3}{8}$", 6/6 each

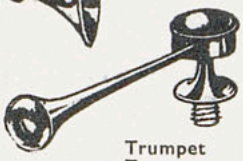


BINNACLE with Compass Card
Brass lacquered.
Size: $\frac{1}{2}$" dia. $\frac{5}{8}$" high.
15/6

SINGLE KNOBS
Chrome 17/6 doz.
Brass 14/6 doz.

STANCHIONS
Special large stanchions for Motor Launches, etc. 2-Ball. Chrome, with nut and washer.
Height $1\frac{1}{2}$" 17/6 per doz.

Standard



Trumpet Type

SIRENS

Sizes	$\frac{3}{8}$" × $\frac{1}{2}$"	$\frac{1}{2}$" × $\frac{5}{8}$"
Bronze, each	4/6	4/6
Chrome, each	5/6	5/6

Trumpet type 1/– each, extra.

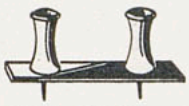
WIRELESS DIRECTION FINDER
Matt White finish.
Size: $1\frac{1}{8}$" high.
Single 5/6 each
Double 6/– each

VENTILATORS
Brass polished.
Lacquered.

Size mth.	Size Ht.	pipe	Price Brs.	Chr.
$\frac{1}{4}$"	$\frac{3}{4}$"	$\frac{1}{8}$"	3/–	3/9
$\frac{3}{8}$"	$1\frac{1}{2}$"	$\frac{1}{4}$"	4/3	5/6
$\frac{1}{2}$"	2"	$\frac{5}{16}$"	5/–	6/6
$\frac{5}{8}$"	2"	$\frac{3}{8}$"	6/–	7/6
1"	3"	$\frac{1}{2}$"	9/6	10/6

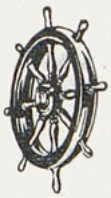
Bowls Red enamelled.

CLEATS
Size: dia. $\frac{3}{8}$" 2/9 each
Size: dia. $\frac{1}{2}$" 3/3 each
All fittings are complete with nuts and washers.



BOLLARDS
Sizes: $\frac{1}{2}$", $\frac{5}{8}$", $\frac{3}{4}$" long.
Brass 2/6 each
Chrome 1/– extra

ENGINE ROOM TELEGRAPHS
Brass lacquered.
$\frac{5}{8}$" high 5/6
$\frac{3}{4}$" high 6/–
1" high 7/–
$1\frac{1}{8}$" high 8/–



Solid brass

STEERING WHEELS
All hand made. 8 spokes. Turned handgrips.

Size	Brass	Chrome
1"	15/–	17/6 each
$1\frac{1}{4}$"	17/6	20/– each
$1\frac{3}{4}$"	20/–	25/– each

Mounted on pillar to match, 25% extra.

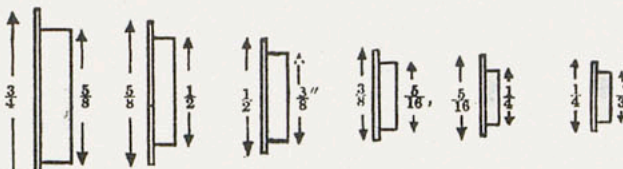
HANDRAILS for cabin tops, etc.
complete with nuts and washers, chrome plated. $\frac{3}{8}$" high.

Length overall $1\frac{1}{4}$"	4/3 each
Length overall 2"	5/6 each
Length overall $4\frac{1}{2}$"	8/6 each
Length overall 6"	11/6 each

ADMIRALTY CLEATS
2/9 each. Brass, lacquered.
Sizes: $\frac{1}{2}$", $\frac{5}{8}$", $\frac{3}{4}$" length.

Single Fairlead with one roller
Sizes: $\frac{1}{2}$", $\frac{5}{8}$", $\frac{3}{4}$" length.
2/6 each.

FAIRLEADS
Brass, plain
Sizes length $\frac{1}{2}$", $\frac{5}{8}$", $\frac{3}{4}$".
2/– each



15/6 14/6 12/6 10/6 9/6 8/6
Per dozen.

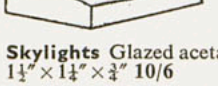
FLAGSTAFFS
Flat poles and Jack staffs with deck socket.
Height: $2\frac{1}{2}$", 3" 4/6 each
$3\frac{1}{2}$", 4" 5/6 each
$4\frac{1}{2}$" 6/– each
Finish: Chrome

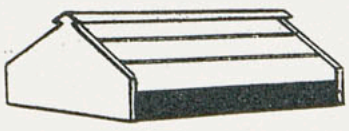
PORTHOLES Turned rims and flanges. Glazed acetate that will not drop out. These are correctly made ports not just brass bushes.

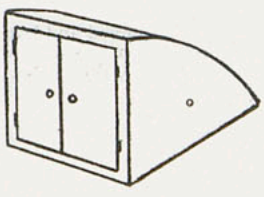
SHIP AND YACHT FITTINGS IN POLISHED WOOD
All highly finished and waterproof.

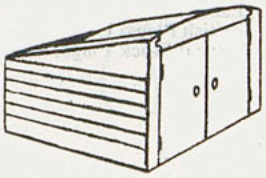
Hatch Covers
Size: 1" × $\frac{3}{4}$" × $\frac{1}{4}$" 3/6 $1\frac{1}{2}$" × 1" × $\frac{1}{4}$" 4/– 2" × $1\frac{1}{8}$" × $\frac{1}{4}$" 4/9

Companion Ways
Curved Backs. Size: $1\frac{3}{4}$" × $1\frac{1}{2}$" × $1\frac{1}{4}$" 8/6
$\frac{7}{8}$" × $\frac{3}{4}$" × $\frac{3}{4}$" 9/6
With sliding cover









Skylights Glazed acetate with guard rails. Size: 2" × $1\frac{1}{2}$" × $\frac{3}{4}$" 12/–
$1\frac{1}{2}$" × $1\frac{1}{4}$" × $\frac{3}{4}$" 10/6 French polished wood.

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

FITTINGS FOR MODEL SAILING YACHTS

6346

ANTI-FOULING STAY PLATE

Stamped from sheet brass, these fittings are very strong and provide a secure fastening for main stays.

No. 6346 Price 4d.

6361

HOOK PLATES

Bright plated finish, for use with above, also for running rigging, etc.

No. 6361. Price 1/-

6365

QUADRANT HOOKS

Plated for use with automatic steering gears.

No. 6365. Price 2d.

6366

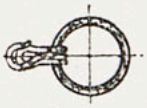
RIGGING HOOKS

No. 6366. Plated finish. Price 1/9

6367

HEAD SAIL HOOKS

No. 6367/5. ¾" Price 5d.
No. 6367/6. 1" Price 9d.



6369

TRAVELLERS

Complete with hook and shackle.

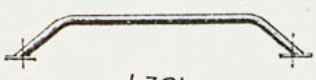
No. 6369. ½" mast Price 2/2

6376

MAST BANDS

With four eyes for rigging

No. 6376/1. ¼" dia. Price 2/2
No. 6376/2. 5/16" dia. Price 2/2
No. 6376/3. ⅜" dia. Price 2/8
No. 6376/5. ½" dia. Price 2/10
No. 6376/6. 9/16" dia. Price 2/10
No. 6376/8. ¾" dia. Price 3/11



6391

SHEET HORSES

No. 6391/1. 2¼" Price 3/11
No. 6391/2. 3½" Price 4/8

6395 & 6396

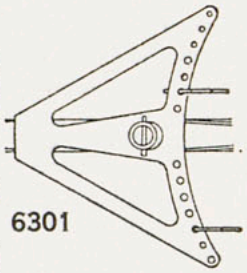
BOWSIES FOR MODEL YACHTS

No. 6395. Ivorine, ½" or ¾" long. Price 2/2
No. 6396. Fibre, ½" or ¾" long. Price 11d.

AUTOMATIC STEERING GEAR (Braine Pattern)

A lightweight gear, suitable for models from 28" to 42" long. The set comprises quadrant, 2 metal sheaved blocks, 2 quadrant hooks and bowsies, hooks, cord and elastic for assembly. Nickel-plated finish.

No. 6301 Price £1/1/9



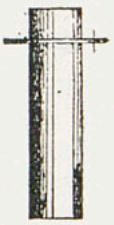
6301

METAL SHEAVED BLOCKS

Very light in weight, but strong and reliable, as used with the above steering gear. Price 2/7

MAST TUBES with DECK-FLANGE

No. 6308/1. ½" mast Price 5/10
No. 6308/2. ⅝" mast Price 6/8
No. 6308/3. ¾" mast Price 7/1

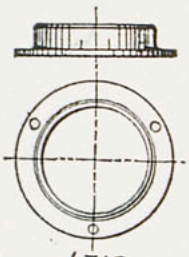


6308

MAST TUBE SOCKETS

Turned from light metal, plated finish.

No. 6310/0. ⅜" dia. Price 1/7
No. 6310/1. ½" dia. Price 1/7
No. 6310/2. ⅝" dia. Price 2/2
No. 6310/3. ¾" dia. Price 2/7



6310

GOOSENECKS

With mast-ring, clip, and boom socket complete. Finished nickel plated.

No.	Mast dia.	Boom dia.	Price
6316/2	½"	7/16"	15/11
6316/3	⅝"	½"	16/-
6316/4	¾"	½"	17/4

6316

GAFF JAWS "ARCHER'S PATTERN"

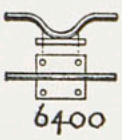
No. 6321 Price 8/6

6321

METAL CLEATS

On circular bases, 7/16" and ½" diameter. Nickel-plated.

No. 6400 Price 1/-

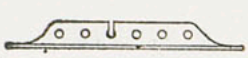


6400

FORESAIL PLATE

Specially made for yachts with Bermuda rig. This fitting is drilled with several holes to provide adjustment for foresail.

No. 6341/1. 2½" long Price 4/11
No. 6341/2. 3½" long Price 5/5



6341

LOWKO WATER CORDAGE

Produced specially for rigging of model yachts. Supplied in hanks of about 30 ft. Price 10d.

SAIL CLOTH

A good general purpose mixture sail cloth of medium weight, 36" wide. Price 8/6 per yard

MODELS BY BASSETT-LOWKE

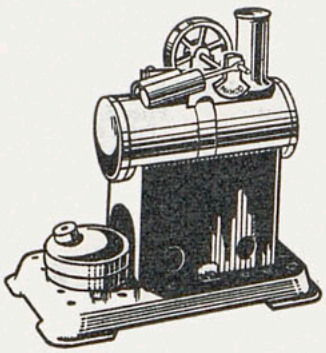
BASSETT-LOWKE LTD

MAMOD STEAM ENGINES

All MAMOD Engines are built throughout from the finest materials, each engine being individually tested at every stage of production to ensure the utmost safety, performance and dependability.

The seamless brass tube boilers are designed to stand a high reserve pressure and are fitted with spring-loaded safety valves and locomotive type brass chimneys. Cylinders are bored in one piece from solid brass, and steam and exhaust pipes are of polished copper to prevent corrosion. The fire box and base plate (drilled all round to fit Meccano and other constructional toys) are of steel.

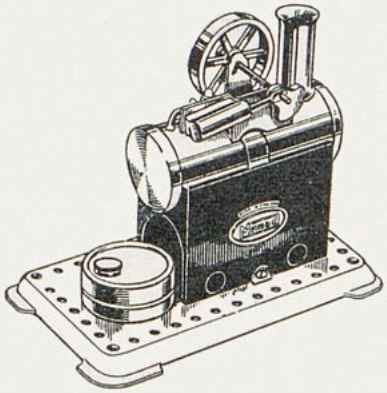
Each engine is packed in a strong cardboard box complete with full instructions, filling funnel and spirit lamp with asbestos wicks, and is beautifully finished in attractive colours with signal red base, black fire box, light green engine frame and spirit lamp, and highly polished and lacquered boiler and fittings.



MINOR No. 1 STEAM ENGINE

Despite its low price this smallest member of the MAMOD range is substantially built of brass, copper and steel and its precision design and sturdy construction, as in our larger engines, ensures years of hard wear. This engine is capable of driving any one of the MAMOD Working Models and other simple small models, and is fitted with a separate $\frac{3}{8}$ in. diameter driving pulley.

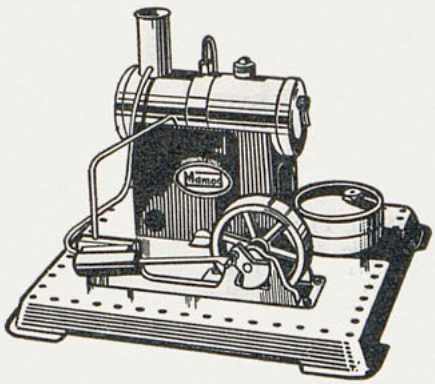
Price **29/6**



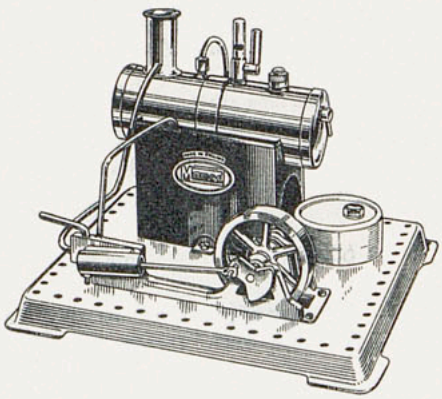
MINOR No. 2 STEAM ENGINE

This immensely popular model has exceptional power and performance for such a moderately priced engine, and is capable of driving a series of MAMOD Working Models connected to a lineshaft. The $2\frac{1}{8}$ diameter red-spoked flywheel is fitted with a pulley with driving band groove, the brass balanced crank giving a particularly smooth action at high speed. The base plate is raised to insulate the heat from the table top.

Price **39/6**



S.E.1 Steam Engine
Price **49/6**



S.E.2 Steam Engine
Price **59/6**

SUPERHEATED STEAM ENGINES

These two splendid models are both great favourites with model builders. Each is fitted with superheated steam pipe for higher efficiency, a water level end-plug to prevent overfilling of the boiler. and the exhaust steam escapes from the chimney in realistic fashion. A 2″ diameter red-spoked flywheel and separate pulley for driving models are fitted. Base plates are raised as in the ir .rs No. 1 and 2 Engines. The S.E.2 model is fitted with larger boiler, whistle and speed regu or.

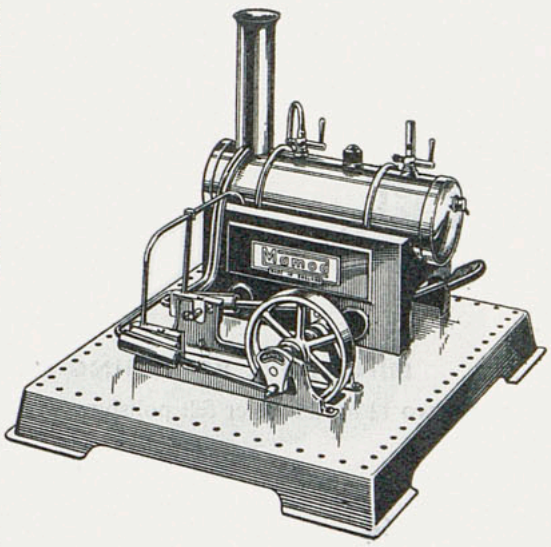
BASSETT-LOWKE LTD

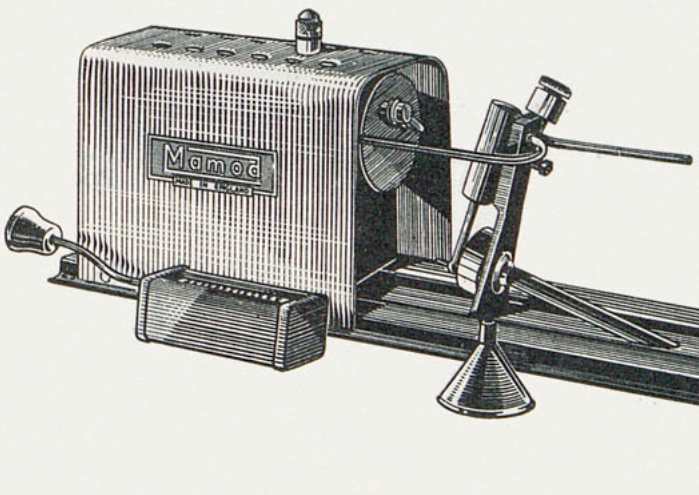
MAMOD STEAM ENGINES

Details	Minor No. 1	Minor No. 2	S.E.1	S.E.2	S.E.3
Length of Boiler ..	3½″	4⅛″	4⅛″	5″	6″
Diameter of Boiler ..	1½″	1¾″	1¾″	1¾″	2″
Capacity of Boiler ..	103 c.c.	184 c.c	184 c.c.	220 c.c.	370 c.c.
Piston Stroke ..	½″	¾″	¾″	¾″	¾″
Cylinder Bore ..	¼″	5/16″	5/16″	5/16″	5/16″
Length of Base Plate ..	5⅝″	7 1/16″	8 3/16″	8 3/16″	10¼″
Width of Base Plate ..	3⅛″	4 1/16″	7 3/16″	7 3/16″	9¼″
Total Height	5¼″	6″	6″	6″	8″
Total Weight in Box ..	14½ oz.	1½ lbs.	1 lb. 14 oz.	2 lbs.	3½ lbs.
Spirit Lamp	Single Burner	Twin Burner	Triple Burner	Triple Burner	Vapourising

SUPERHEATED TWIN-CYLINDER STEAM ENGINE S.E.3.

This superb new addition to the Mamod range is the perfect Power Unit for model propulsion. Twin oscillating cylinders, coupled to a 2½″ diameter flywheel are powered, via the superheated steam pipe, by a 6″ × 2″ diameter boiler, fired by a highly efficient vapourising spirit lamp. Built-in lubricating wells are incorporated in the engine blocks, and boiler fittings include stop cock, whistle and water level end plug. Exhaust steam is fed up the chimney, which is detachable for storage purposes. Price **99/6**





STEAM marine engine

BOILER SIZE 4¼″ × 1¾″ dia.
CYLINDER ¾″ stroke 5/16″ bore
PROPELLOR M.E.1.
2 Blade 1¼″ dia.

THE M.E.1 MARINE STEAM ENGINE is a lively unit, suitable for boats of about 24 in. length. It will give fifteen minutes fast steaming to a filling. The design combines strength with lightness, and direct drive gives maximum efficiency, and makes for simple installation. The sectional base plate and windshield maintains heat insulation while a lubricator feeds all working surfaces. The engine unit can be adjusted to allow greater projection beneath the base plate when required. Base plates sizes are flexible to allow for fitting in V bottom hulls. Finished in polished brass, chromium and painted red and green. Supplied boxed with vapourising spirit lamp.

THE M.E.2 basically the same as the **M.E.1** but fitted with upright engine unit and dogged pulley in place of propellor and stern tube.

M.E.1. 3¼″ × 14″ × 3⅝″ high Price **47/6**

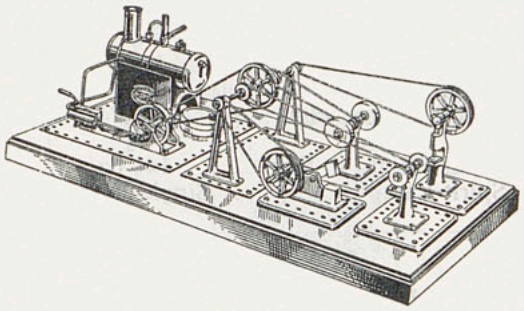
M.E.2. 3¼″ × 8½″ × 3⅝″ high. Price **44/-**

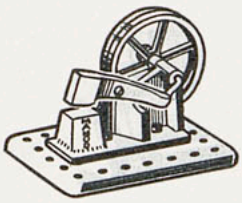
BASSETT-LOWKE LTD

WORKING MODELS & MINIATURE MACHINE TOOLS

These magnificent models are built with castings with long lubricated bearings to ensure perfect running, silver steel shafts, and steel base plates drilled all round to fit Meccano. Each is separately boxed and beautifully finished with signal red base plate and light green pedestals and frames.

	Size of Base	Height	Weight including Box
Miniature Lineshaft	6½″ × 3½″	4¾″	16½ oz.
Miniature Polishing Machine ..	3½″ × 2¾″	3¼″	6 oz.
Miniature Grinding Machine ..	3½″ × 2¾″	3¼″	6 oz.
Model Power Hammer ..	3½″ × 2¾″	2½″	7¾ oz.
Model Power Press	3½″ × 2¾″	4½″	8½ oz.



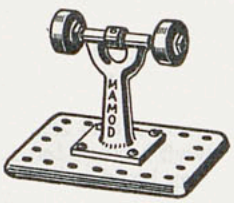


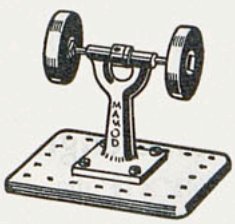
MODEL POWER HAMMER

This model is fitted with a 1⅜ in. diameter red-spoked flywheel and can be easily driven by one of our engines. Price **9/9**

MINIATURE POLISHING MACHINE

Fitted with two 1¼ in. diameter felt polishing wheels. Price **7/6**



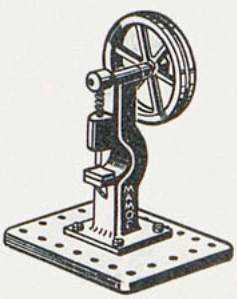


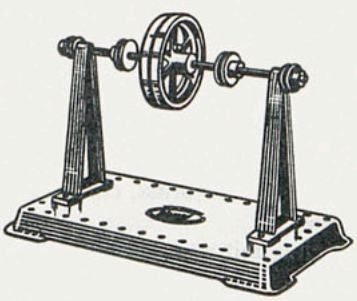
MINIATURE GRINDING MACHINE

Fitted with one fine and one medium ¾ in. diameter grinding wheels
Price **8/9**

MODEL POWER PRESS

This model is fitted with a 1⅜ in. diameter red-spoked flywheel and can easily be driven by one of our smallest engines. Price **9/9**





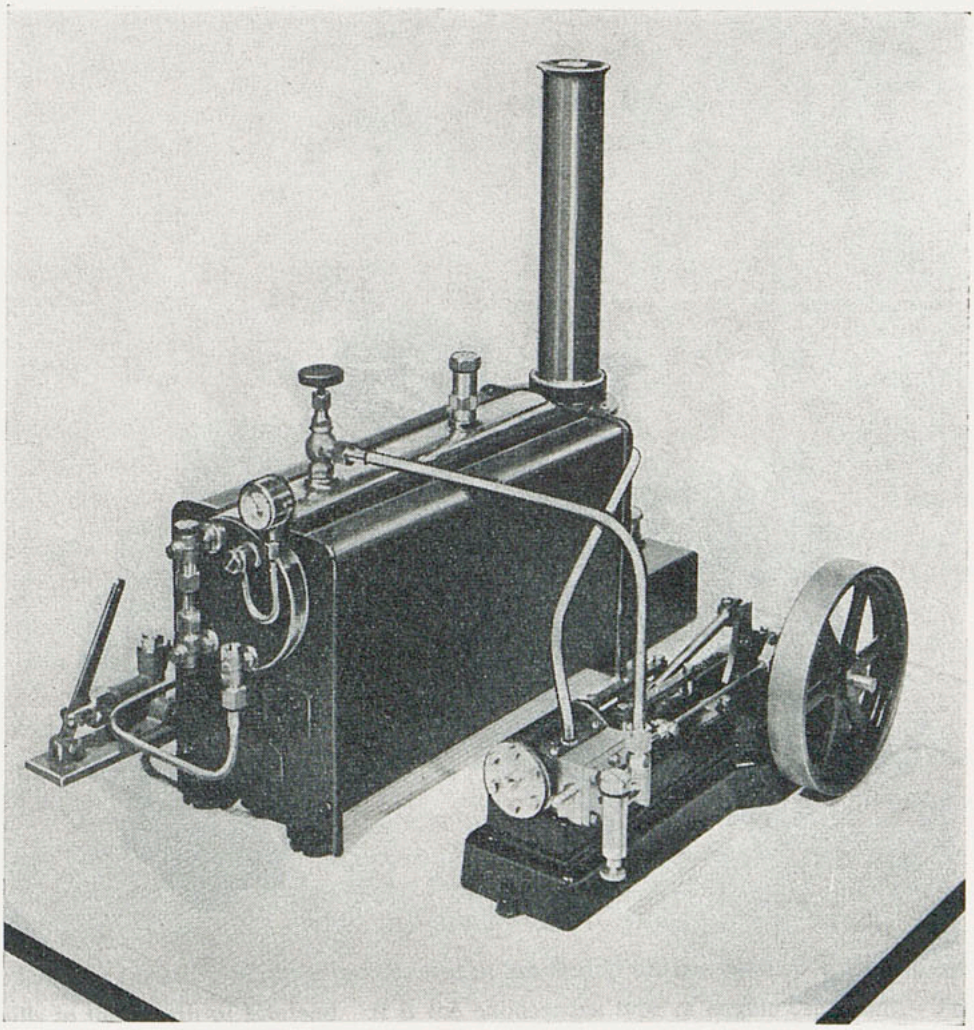
MINIATURE LINESHAFT

Enables several models to be connected for driving from a model steam engine, clockwork or electric motor. Fitted with one 2⅛ in. diameter red-spoked flywheel, and two ¾ in. and two ½ in. pulleys. The shaft and pulleys fit Meccano. Price **16/9**

SPRING BELTING for Mamod and all small pulley drives 12″ length. Price **9d.**

BASSETT-LOWKE LTD

STATIONARY STEAM PLANT



Here is the finest value in engineer built steam plants. The boiler is of copper throughout and is hard soldered to stand more than double the normal 60 lbs. per square inch working pressure. It is fired by a methylated spirit burner and the boiler is replenished by a hand feed pump. The engine is made substantially from gun-metal and iron castings and is in every way a thoroughly efficient machine. The double acting slide valve cylinder is $\frac{5}{8}$″ bore by $1\frac{1}{4}$″ stroke and develops considerable power. The whole unit, with all connections made complete ready for use, mounted on a wood base with enamelled metal floor, is supplied complete with full working instructions, and may be relied upon to give trouble free service.

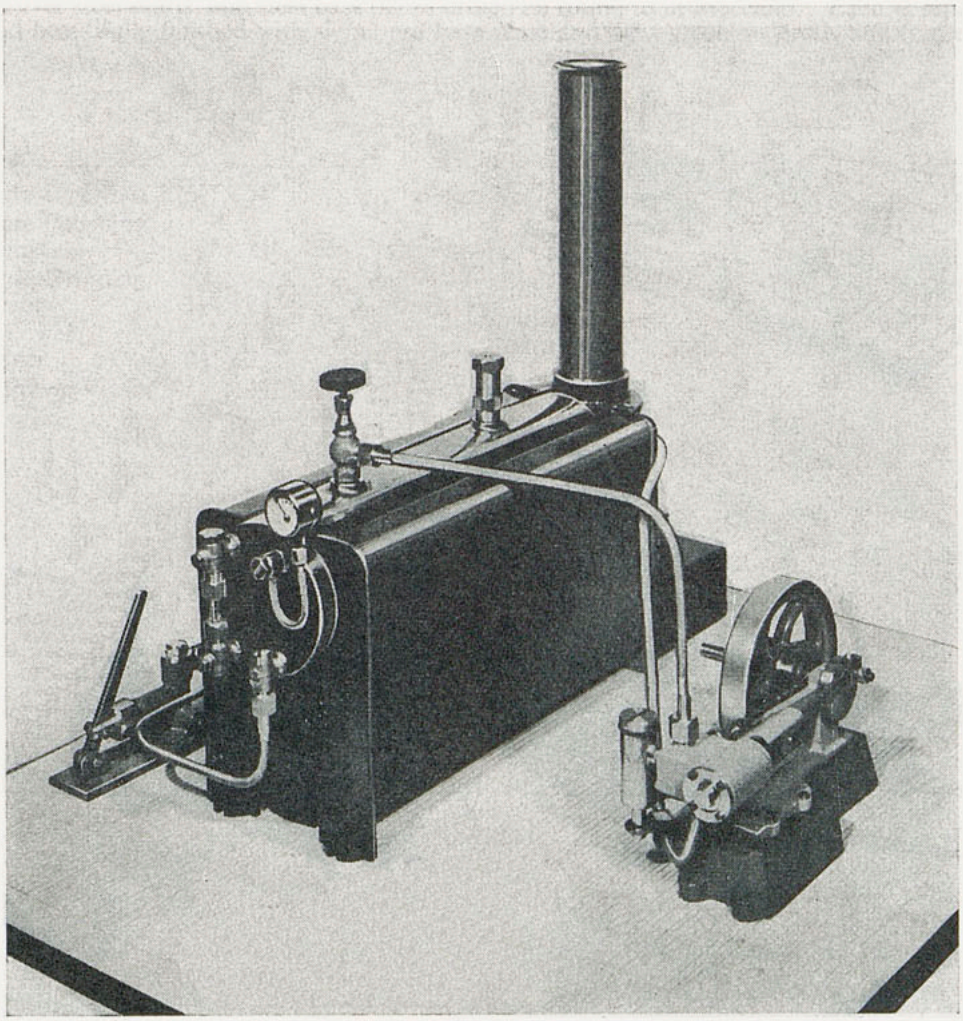
Size: Length 17″, Width 15″, Height over chimney $12\frac{3}{4}$″. Price **£37/10/0**

This set can be supplied fitted with 4 volt dynamo (illustrated on page 95) belt driven from engine. Price **£42/17/6**

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

STATIONARY STEAM PLANT



This complete plant comprises the Babcock Boiler detailed and described on Page 90, coupled to our double acting slide valve Tangye Engine, the cylinder of which has a $\frac{1}{2}$" bore and $\frac{5}{8}$" stroke. The boiler is fired with a vapourising type methylated spirit burner, and the water level can be maintained during the whole period of running by a hand lever pump, seen in the left side of the illustration. All steam and exhaust connections are made, and the model is a very substantial unit designed to work at a pressure of 75 lbs. per square inch. The boiler is brazed throughout, and the engine is constructed entirely from iron and brass castings. The plant is mounted on a substantial wood base having enamelled metal floor plate. The whole is finished in attractive colours, and sent out complete with working instructions for use.

Size: Length 17", Width 15", Height over chimney 12¾". Price **£36/15/0**

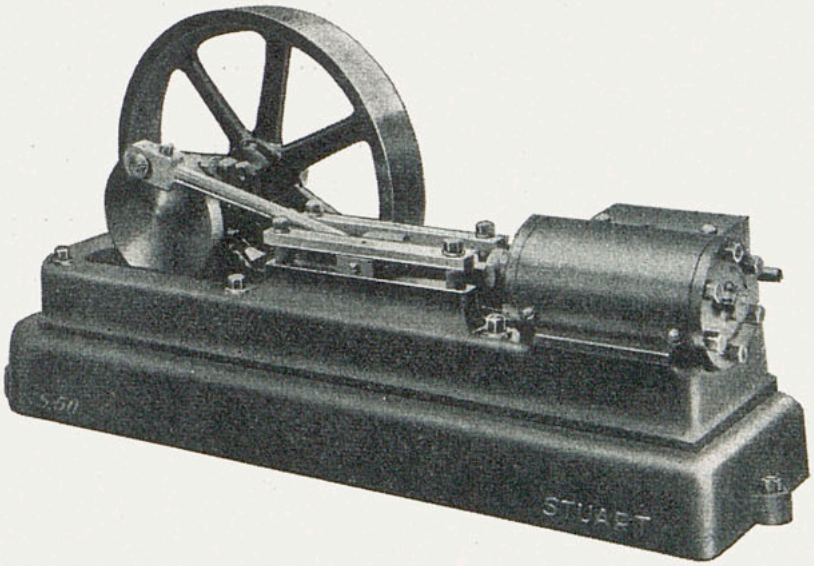
MODELS BY
BASSETT-LOWKE

BASSETT-LOWKE LTD

STUART MILL ENGINE S.50

$\frac{5}{8}$" Bore, 1$\frac{1}{4}$" Stroke

A perfect model engine that can be built without tools.



A model of a typical Mill Engine such as was in use during the last century in the big cotton and other mills in the North of England. It is the handsomest type of engine ever built. The bed is 8$\frac{1}{2}$" long.

Very clear instructions illustrated with complete drawings are sent with each set, and will enable anyone not previously conversant with engineering to build the model with success; a small spanner, pliers and screwdriver are sufficient. Every part is guaranteed; if one is found faulty, it should be immediately returned to us for replacement. A spanner is provided with each Set.

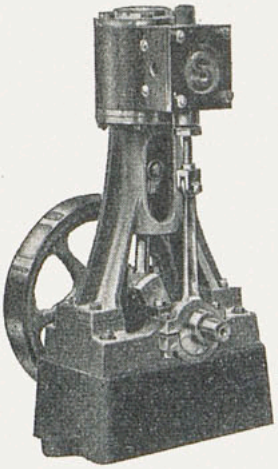
The Set of Finished Parts	Price **£4/19/2**
Finished Engine	Price **£6/8/4**
Displacement Lubricator with Tee Piece and Nipple to mount on Steam Chest .	Price **18/6**

MODELS BY BASSETT-LOWKE

STUART No. 10

$\frac{3}{4}$" Bore × $\frac{3}{4}$" Stroke

Reversing Gear not supplied



No. 10V

Height on Boxbed	$5\frac{7}{8}$"
Height without Boxbed	$4\frac{3}{4}$"
Width	3"
Length over Crankshaft	$3\frac{3}{8}$"
Weight of Engine	1 lb. 12 oz

The No. 10 has always been one of the most popular in the STUART range. It is small enough to machine on quite a small lathe; at the same time it is large enough to handle easily.

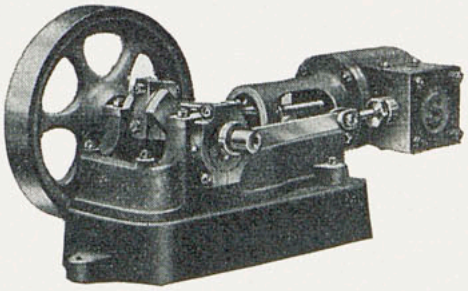
An eight page book containing very clear instructions, with drawings, is supplied with every engine.

The No. 10V is an excellent engine for driving a small dynamo or pump and, fitted with disc wheel instead of spoked flywheel, it makes an ideal marine engine. Ordinary or flash steam may be used.

The No. 10H is very similar to the vertical engine and many parts are interchangeable.

Overall Length	$6\frac{1}{2}$ in.
Width	$3\frac{1}{2}$ in.

It is suitable for driving a dynamo and other models.



No. 10H

PRICES OF No. 10 ENGINE CASTINGS

No. 10H and No. 10V

Castings—Complete with all materials and boxbed, Bolts, Nuts, etc. (B.A. threads are used)
A flywheel is supplied, unless disc wheel ($1\frac{7}{8}$ in. dia.) is asked for **£1/15/0**

The following parts are optional —

$\frac{5}{32}$ in. steam pipe, 12 in. long, with union for engine	**5/3**
$\frac{1}{4}$ in. exhaust pipe, 6 in. long, screwed one end	**1/9**
One pair drain cocks, No. 196/0	**11/8**

Double 10

Castings—Complete set with all materials and boxbed, Bolts, Nuts, etc. A disc wheel ($1\frac{7}{8}$ in. dia.) is supplied, unless flywheel, 3 in. dia., is asked for **£3/10/0**

MODELS BY BASSETT-LOWKE

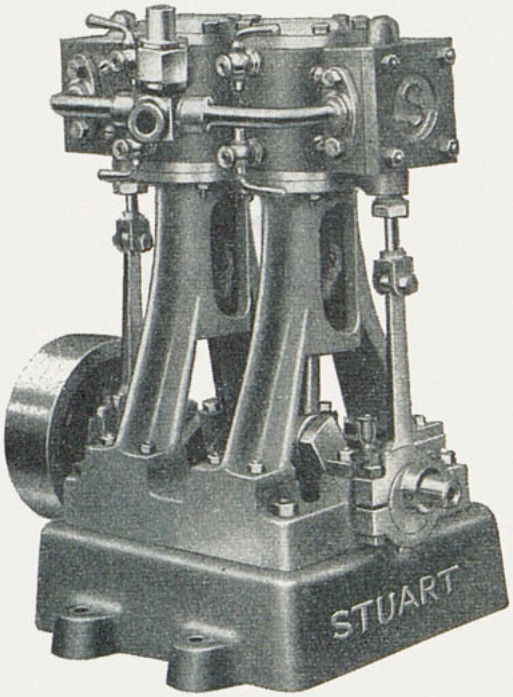
BASSETT-LOWKE LTD

THE DOUBLE 10

VERTICAL

Reversing Gear not supplied

Height on Boxbed	6⅛″
Height without Boxbed	5¼″
Width	3″
Length	5½″
Weight without Boxbed	3 lb.



The Engine must be seen to appreciate the thoroughly practical nature of the design—it is robust and not at all difficult to build. The cranks being at 90 degrees, the Engine has no dead centres. It is suitable for all kinds of stationary work at speeds up to 2,000 r.p.m. and for boats 4 ft. 6 ins. to 6 ft. long.

PRICES OF No. 10 MACHINED PARTS AND FINISHED ENGINES

Once again we are able to introduce the famous Stuart machined sets of castings. It has meant most careful preparation of tools and jigs and you will find the finish throughout is superb. Only two things are necessary to build the Model:—a few files and great care to avoid damaging the machined surfaces. Then you may be sure of having a really beautiful engine.

SET OF CASTINGS—fully machined and with all holes drilled and tapped:—

No. 10V and No. 10H	**£6/2/6**
The Double 10	**£14/0/0**

FINISHED ENGINE—painted and tested:—

No. 10V and No. 10H	**£9/18/4**
The Double 10	**£18/7/6**

"BUILDING A STEAM ENGINE FROM CASTINGS"

by Edgar T. Westbury.

This book describes in detail the methods of machining and assembling the castings of the Stuart No. 10 Engine, and is invaluable to the beginner. Price **2/-**

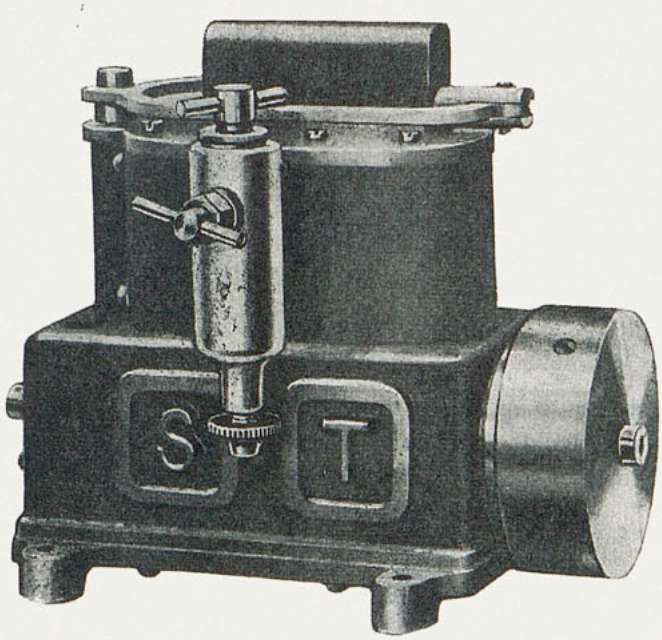
MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

THE "SUN" ENGINE

For ordinary or Flash Steam Boilers

¾×¾ TWIN CYLINDER, SINGLE ACTING, FOR 4 ft. 6 in. BOAT, OR TWO FOR 5 ft. 6 in. TWIN SCREW BOAT



The Engine is suitable for large racing craft, for high steam pressures, and especially for flash steam.

The Engine is simple to construct, the long bearings have excellent wearing qualities and enclosure of the gear wheels ensures that they, as well as all other working parts, are flooded with oil. The steam inlet is opposite the lubricator.

SPECIFICATION

Cylinders and Valve Chest of close grained cast iron; very light cast iron Pistons; steel Crankshaft; stainless steel Piston Valve; gunmetal Bearings; well-designed Connecting Rods; and machine-cut Gear Wheels.

The cast iron pistons are as light as possible and provided with oil grooves; piston rings cannot be fitted.

Weight 2 lb. 9 oz.	Length (overall) 4¾ in.
Height 4 in.	Width (extreme) 3 in.

Set of Castings and All Materials required for Building .. .. Price £2/3/9

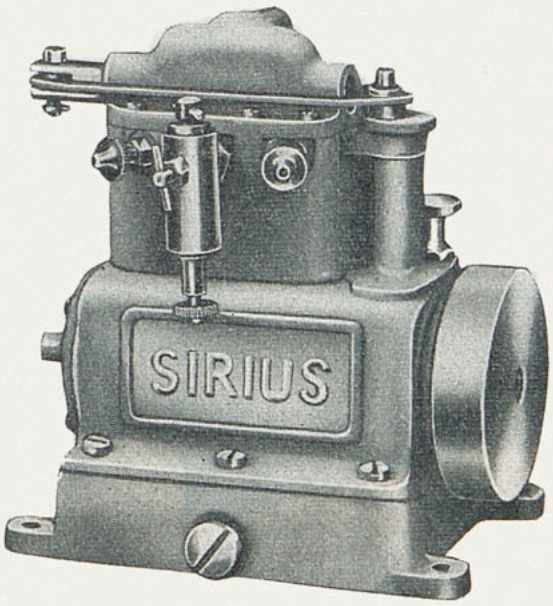
MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

THE "SIRIUS"

For ordinary or Flash Steam Boilers

TWIN SINGLE ACTING CYLINDERS 1 in. × 1 in.



In the "SIRIUS" particular attention has been given to the design of the valve gear and steam passages, with the result that the engine develops great power with a surprisingly low steam consumption. Our own tests show 0.4 b.h.p. is developed at 2,800 r.p.m. at a steam pressure of 50 lb.; steam very moderately superheated. The Engine is most interesting to construct. No part is too small to handle easily; it can be machined on a 3½ in. lathe.

SPECIFICATION

Cylinders and Valve Chest of close grained cast iron; very light cast iron Pistons with 2 rings each; steel Crankshaft; stainless steel Piston Valve; gunmetal Bearings; well-designed Connecting Rods; and machine-cut Gear Wheels.

Length of Crankcase 5 in., Weight 6½ lb., Width over feet 4¼ in., Height 6 in.

Castings and Materials, all Screws, Piston Rings and Cut Gear Wheels, and Complete Drawings **£4/1/8**

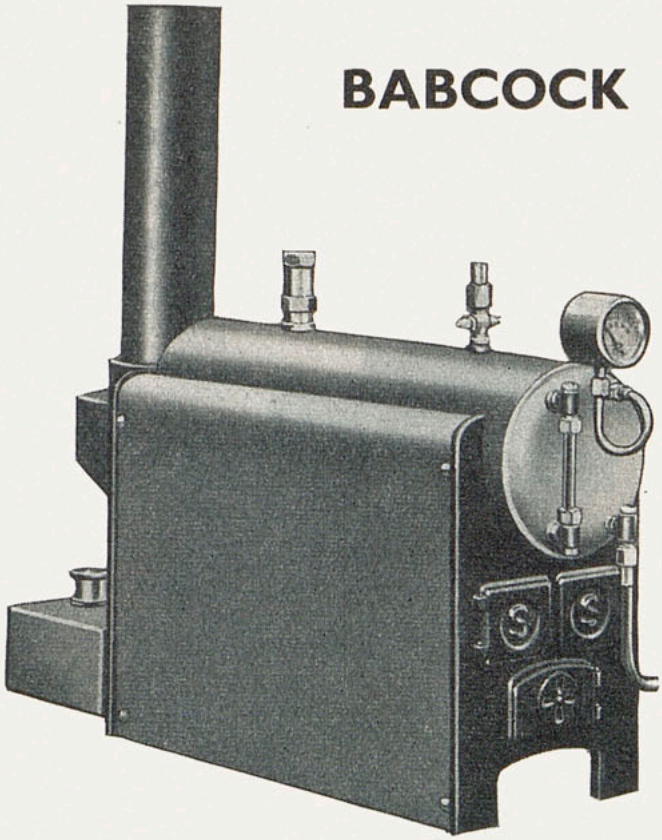
Those who have not tools of the required accuracy, can purchase the Set of Castings with the finished Piston Valve and Valve Chest at **£5/5/0**

Complete Set of Parts fully machined, and all holes drilled and tapped **£11/7/6**

Finished Engine fitted with Displacement Lubricator, built and tested in our Works .. **£14/8/9**

MODELS BY
BASSETT-LOWKE

BABCOCK BOILER



Boiler Construction Sets include: hard soldered copper drum with seatings for all fittings, cast iron front and back plates and asbestos lining, shaped sheet steel side plates and fixing screws, water gauge, safety valve, steam valve and chimney.

Set No. 500. 2½″ dia. × 8″ drum—will steam Mill Engine S50, Beam Engine or Steam Hammer.
Price complete with spirit burner **£8. 5. 10.**

Set No. 501. 2¾″ dia. × 8″ drum—will steam 10V or 10H Engines.
Price complete with spirit burner **£9. 12. 6.**

Set No. 504. 3½″ dia. × 10″ drum—will steam Double 10 or single cylinder engines 1″ bore and stroke
Price complete with gas burner **£9. 14. 10.**

Recommended extras for the above: Pressure Gauge and Syphon. Price **42/6**

Check Valve for water pump connection to boiler. Price **11/9**

FINISHED BOILERS

Assembled ready to use and complete with Pressure Gauge and Syphon, Check Valve, Screw-down Steam Valve, Safety Valve and Water Gauge.

No. 500. With spirit burner or town gas burner — Price **£11. 11. 0.**

No. 501. With spirit burner or town gas burner — Price **£11. 17. 10.**

No. 504. With town gas burner* — Price **£13. 12. 0.**

* If preferred, a blowlamp can be supplied to order. Price **£5. 5. 0.**

Steam and Exhaust Piping for No. 10V & H, S.50 Mill and the Beam Engine can be supplied.
Price **7/-**

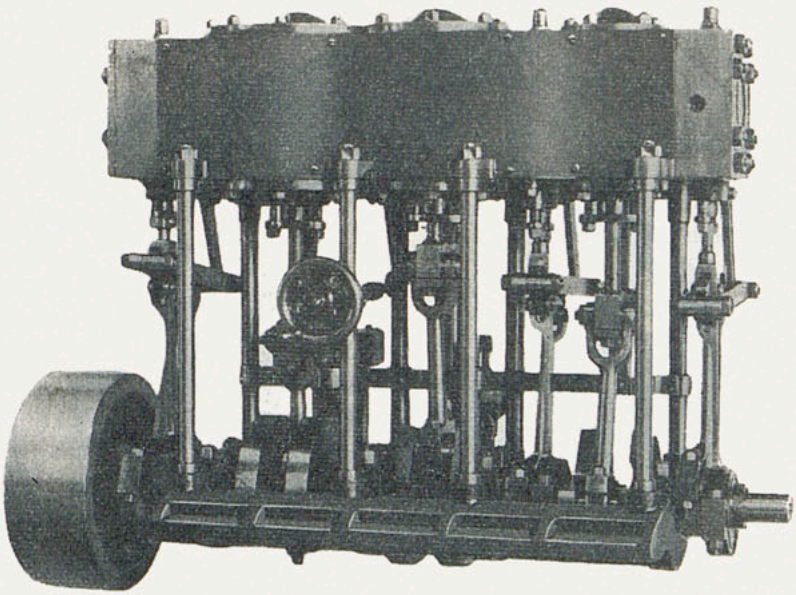
For suitable boiler Feed Pumps see page 108.

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

TRIPLE EXPANSION ENGINE

Cylinders ¾ in., 1¼ in. and 1¾ in. × 1 in.



This is an accurate and very complete model of a Marine Engine. It is a robust working model. Feed and air pumps work correctly. It is an ideal engine for a model liner. Above all, to an amateur who has skill in the use of his tools it is a delightful model to build.

Cast Iron.—H.P. Cylinder, 2 Covers, Piston, Valve Chest and Cover, combined I.P. and L.P. Cylinders, 4 Covers, 2 Pistons, L.P. Valve Chest and Cover, Bed Plate, 6 Eccentric Sheaves, Disc Wheel, 6 Counterbalance Weights.

Gunmetal.—3 Piston Rod Glands, 3 Valve Rod Glands, Bracket for lower end of Guide Bars, 4 pairs Main Bearing Brasses, 3 pairs Con-rod Big End Brasses, 6 Eccentric Straps, 3 Slide Valves, Feed Pump Body, Feed Pump Gland, Valve Box and Cover, Crosshead, 2 Crossheads with Brackets for Feed and Air Pump, 4 Receiver Pipe Flanges, 3 Air Pump Castings, Hand Wheel, 4 Brackets Stuffing Box for I.P. Valve.

Steel.—Crank Shaft, 3 Connecting Rods, 3 Piston Rods.

Sundries.—All materials in steel and brass with all necessary Studs, Nuts, Bolts and Screws, 5 Piston Rings, Lagging, etc.

Drawings.—Two sheets with all details, full size.

Castings and all Materials £11/7/6

Weight is 10 lb. Packed 22 lb.

Price—Set of 6 drain cocks, **£1/15/0** Displacement Lubricator, **14/7**

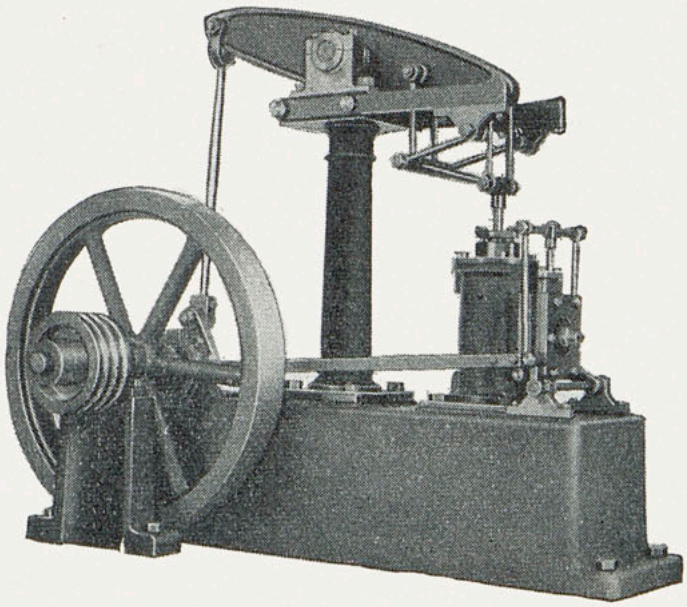
We shall be pleased to quote for supplying a finished model of this fine engine.

MODELS BY
BASSETT-LOWKE

BASSETT-LOWKE LTD

THE STUART BEAM ENGINE

1 in. Bore **2 in. Stroke**
Length 13 ins. **Width 6½ ins.**
The beam reaches to a height of 11½ ins.



This new production is not a scale model of any particular prototype, but it has some of the beautiful lines of these famous old engines. Very modern engines—turbines, I.C. engines—being invariably totally enclosed are not particularly interesting for the "works" cannot be seen going round, so recourse was had to the earliest steam engines in which everything can be seen (except the piston and slide valve) and Watt's Parallel motion—it was patented in 1784—is most fascinating to watch.

Moreover, a beam engine works very slowly—the piston of the prototype had probably at least a 6 ft. stroke—so its movements can be followed with ease. It has another great advantage; moving so slowly it requires only a small inexpensive boiler to supply all the steam it needs. The No. 500 boiler exactly suits it.

This model was designed particularly for the beginner. It is the simplest possible model to construct. For instance, the links made of flat material need not be turned; the engine will work just as well.

At the same time it will appeal to the skilled engineer, for he will agree that the proportions are right and he can elaborate the construction to his heart's desire.

There are two items which may be beyond the beginner—machining the cylinder bore and top cover and boring and turning the big flywheel (diam. 7 ins.). These we can do.

The main castings are made by the "Shell-Moulding" process—a new method which produces wonderfully perfect castings—a delight to the engineer.

To go into some detail; the set of castings, materials and screws is quite complete. It includes stainless steel piston and valve rods. The upper surface of the base is ground.

A full set of drawings is, of course, provided.

PRICES

Full set of castings, materials, screws and drawings	**£4/19/2**
Machining cylinder bore and top cover	**£1/15/0**
Boring and turning flywheel	**£1/0/5**
Extras—Cylinder Drain Cocks, per pair	**12/–**
Displacement Lubricator for Cylinder	**14/7**

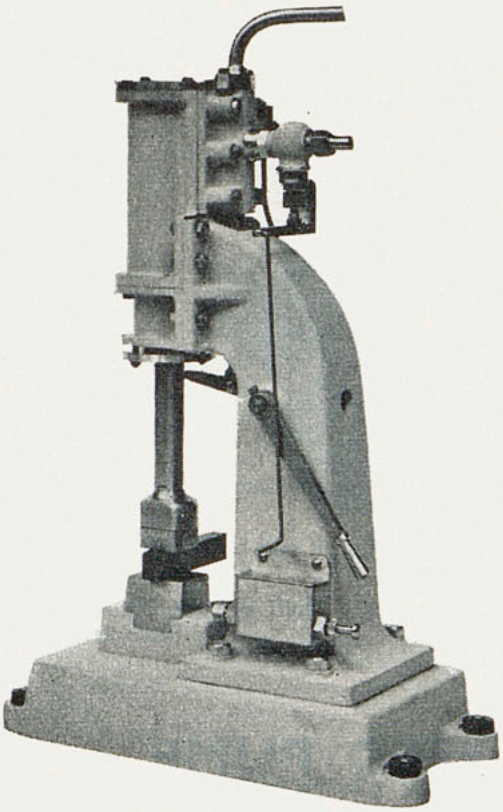
We shall be pleased to quote for supplying a finished model of this fine engine.

MODELS BY
BASSETT-LOWKE

BASSETT-LOWKE LTD

THE STUART STEAM HAMMER

A MODEL OF RIGBY'S PATENT STEAM HAMMER



SCHEDULE

Cast Iron—Column, Soleplate, separate Anvil Block, Cylinder and Cover, Mouthpiece, Piston.

Gunmetal—Valve Chest, Gland and Flange.

Steel—Piston Rod and Hammer Pallet, to be machined from 1 × ¾ in. steel bar.

Material for control lever, trip lever, etc.

Bolts, nuts and screws.

Drawings of complete assembly and all details.

Complete set detailed above **£4. 10. 5.**

Weight packed 12½ lb.

Model engineers will welcome this opportunity of building something entirely fresh. It is a handsome model, 10½ in. high and 9 in. back to front. It weighs 9 lb. The diameter of the cylinder is 1 in.; stroke 2 in.

Like the Beam Engine, it has the merit of needing quite a small boiler and quite a low steam pressure (10 lb. per sq. in. is ample). The No. 500 boiler is quite large enough.

It is a straightforward model to build, well within the capabilities of a near-beginner who has a small lathe and simple tools. But it is not all lathe work—it calls for careful handwork with the file and will reward workmanship.

The shut-off valve, spring loaded, is made from the body casting of a wheel valve whilst the lubricator is made from sheet brass and is provided with hand operated plunger—a copper pipe $\frac{3}{32}$ in. diameter leads oil through a non-return valve to the cylinder.

When connecting to the boiler be careful that the steam pipe slopes all the way down to the boiler, for a steam hammer works intermittently and steam is sure to condense in the pipe and should be able to trickle back into the boiler. Lag the pipe.

As in full-size practice there is sensitive control of the stroke from the gentle tap to a full power forging blow, which is really dangerous—so be careful!

Extras

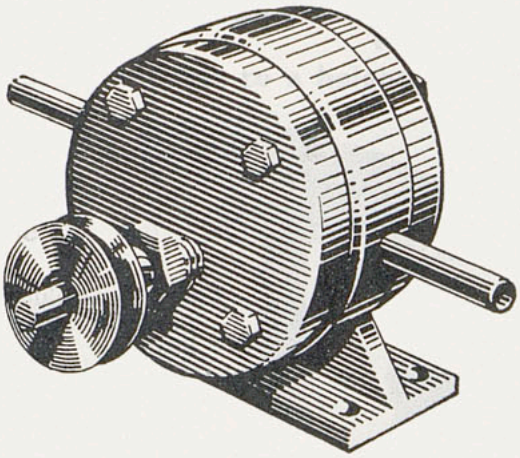
Materials for making the spring-loaded shut-off valve and lubricator with detailed drawing **8/9**

One drain-cock No. 196/0 for bottom of cylinder **5/10**

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

SMALL ROTARY PUMP

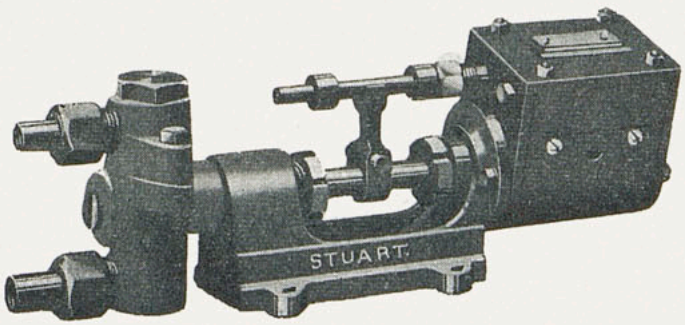


A compact design most useful where small volumes of fluid are to be handled. At 3,000 r.p.m. it will raise 8 pints of water to a height of one foot per minute. Fine jets projected to 5 ft.
Suitable for miniature fountains and waterfalls, for free lubrication of machinery and cutters or for circulation for cooling or heating.

Unaffected by average temperatures and requiring minimum attention, it can be kept under a head of fluid.

Height $1\frac{1}{2}''$. Depth of body $1''$. Overall $2\frac{5}{8}''$. Width over shaft $2\frac{1}{4}''$. Shaft $\frac{5}{32}''$ dia. Pulley $\frac{3}{4}''$ dia. Weight $4\frac{1}{4}$ ozs. Can be used in any position and flow is reversible. Price **£1. 17. 6.**

STUART BOILER FEED PUMP



A most Effective and Reliable Working Model

The Pump is constructed entirely of gunmetal and stainless steel and may be set to work at any reasonable speed down to 10 strokes a minute. We do not advise a greater speed than 200 strokes a minute.

The Pump bore is $\frac{1}{4}''$; the steam cylinder is $\frac{1}{2}'' \times \frac{3}{4}''$ stroke. The stroke may be shortened by bringing the two set-collars closer together. The main piston valve is moved by an auxiliary "shuttle" piston valve, operated by the arm attached to the piston rod. The suction pipe is $\frac{1}{4}''$ and the delivery pipe $\frac{3}{16}''$ diameter, the steam pipe being $\frac{5}{32}''$ diameter. Width $1\frac{5}{8}''$, Height $2''$, Length overall $6''$.

We advise that a displacement lubricator be fitted and the steam cock be close to the pump.

Complete Set of Castings and Materials with full Working Drawings **£2. 6. 8.**

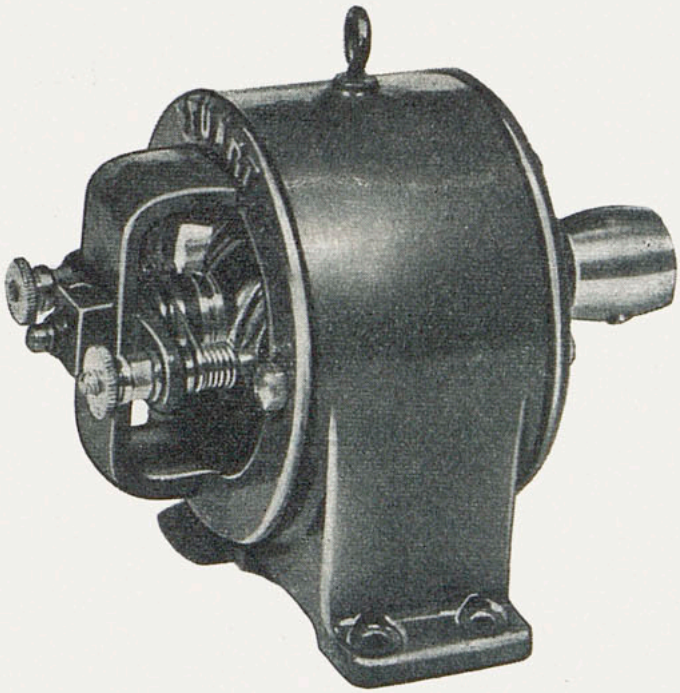
Finished Feed Pump as illustrated **£35**

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

THE STUART DYNAMO

AN EFFICIENT MINIATURE DYNAMO



This dynamo has been specially designed to be driven by the Mill Engine, No. 10, "Sun" and other small engines.

The scientific design from an electrical and magnetic point of view, sound mechanical design and great accuracy of workmanship (the air gap is only .005 in.) make the efficiency of the dynamo extraordinarily high; a lamp can be made to glow merely by twisting the spindle between the fingers.

The Spindle is of silver steel and the Bearings are long and of best gunmetal. The current is collected from 2 slip rings by spring brushes and led to the terminals.

The output obtained with the Mill Engine and Boiler (maintained pressure 30 lb.) is two 1 watt lamps.

Note.—On no account remove the Armature without first bridging the field magnet poles with a piece of iron. Don't mount the machine on an iron bed.

Alternating Current for direct lighting.
It will not run as a Motor nor charge Accumulators.

Height 3″, Length overall 4″.
Pulley with V Groove $\frac{3}{4}$″ in diam.

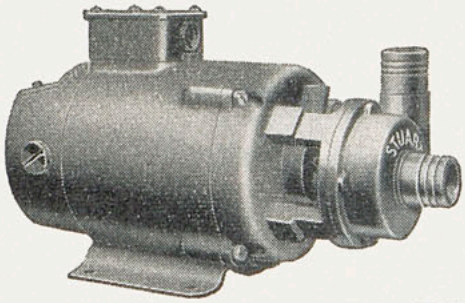
Output:—At 2,500 r.p.m. two 4 volt 1 watt lamps.
At 3,000 r.p.m. four 4 volt 1 watt lamps.
At 5,000 r.p.m. eight 4 volt 1 watt lamps.

Price **£4/13/4**

The illustration shows model fitted with crown face pulley for flat belt drive available optionally **2/6** extra.

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD



STUART
CENTRIFUGAL PUMPS

For Water Supply, Garden Display, Industrial Uses, etc.

OUTPUTS (G.P.H.)

Type	When pumping to a head (including suction lift and frictional loss) of:— 5ft.	10ft.	15ft.	20ft.	25ft.	30ft.	35ft.	Maximum Suction Lift	Watts Consumed	Nett Weight
No. 10	120	100	80	40	—	—	—	5ft.	60	6½lbs. 3kgs.
No. 12	600	540	480	420	360	300	200	15ft.	200	11lbs. 5kgs.

PRICES:

	£	s.	d.
No. 10 Pump	**9**	**7**	**6**
No. 12 Pump	**12**	**7**	**6**
Footvalve and Strainer (*Specify tapping.*)	**1**	**7**	**6**
Strainer only (⅜, ½, ¾ *or* 1 *in. B.S.P.*)		**12**	**6**
Union —hose to iron pipe *Specify B.S.P. thread and hose bore* — ⅜in. B.S.P. for ⅝in. or ¾in. hose		**3**	**6**
½in. B.S.P. for ⅝in. or ¾in. hose		**3**	**6**
¾in. B.S.P. for ⅝in., ¾in. or 1in. hose		**3**	**6**
1in. B.S.P. for 1in. hose		**6**	**0**
Adjustable Fountain Jet	**10**	**0**	

Carriage paid in U.K. and Northern Ireland. Abroad add postage: No. 10—8 lbs., No. 12—13 lbs. State: Voltage, whether D.C., or A.C., and Periodicity.

SPECIFICATION

The pump is mounted on an extension of the motor spindle. The outlet may be vertical or horizontal, connections for hose. Standard pumps are of brass, but cast iron or stainless steel pumps can be supplied.

Motor is ball bearing, series wound type; speed about 4,000 r.p.m. Motors can be wound for any D.C. or single phase A.C. supply up to 250 volts—not for three phase—with minimum D.C. voltage of 6 volts for No. 10 or 12 volts for No. 12.

Please seek our advice if pumping other than cold water.

Centrifugal pumps have peculiar characteristics:—

The higher the head, the smaller the quantity of water and the less power absorbed. Decrease the head—the greater will be the quantity and the more power required. At "no head" in theory the volume of water will be infinite—in practice the motor will be burnt out so the pump must always work against a head of not less than 5ft. The delivery may be reduced to the exact amount required or shut off when water will be churned in the pump and power absorbed by water friction only.

Footvalve and Strainer

STUART FOOTVALVES AND STRAINERS

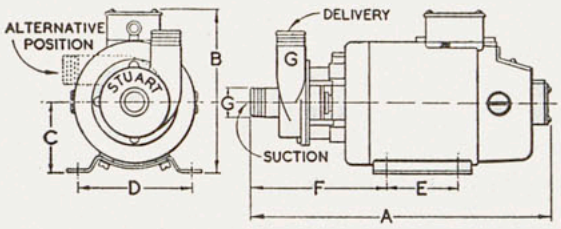
A fine mesh strainer is necessary to prevent grit and debris choking the pump; it must be of large area to permit free passage of water.

If a suction lift is involved a footvalve must be fitted to the suction pipe.

The Stuart combined footvalve and strainer is recommended as it is easily cleaned and permits full flow. Perforated brass is used for the strainer.

MODELS BY BASSETT-LOWKE

DIMENSIONS



Ins.	No. 10	No. 12
A	8¼	10½
B	5	5¾
C	2	2⅜
D	3	4
E	2	2½
F	3⅜	4⅞
G	⅝	1

TO THE GARDEN LOVER

A waterfall or a fountain is a never ending source of delight. To many water supply has been the stumbling block. But water from the mains is quite unnecessary—not only unnecessary, but harmful to plants that grow and flower near water. It is better to use the water in the pond which is at atmospheric temperature. If circulated through a fountain or cascade it will always remain aerated and sweet and fish will thrive in it. Loss by evaporation only need be replenished. For the majority of fountains, the No. 10 Pump will be large enough. In many cases it will deliver too much water, but the height of the fountain can be controlled and varied by the adjustable Stuart jet.

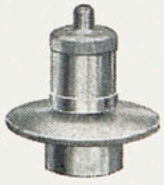
The No. 10 is often used for the fountains in miniature table gardens with jets 6 inches high. On the other hand it will, if required, throw a jet 10ft. high.

For a large fountain, waterfall or cascade, the No. 12 Pump will probably be required.

STUART ADJUSTABLE FOUNTAIN JET

Affords instant adjustment of the height of the jet, so that in a wind the height may be lowered and the water prevented from blowing away. Surplus water flows over the "mushroom" which is 2ins. in diameter. This has a pleasing appearance and keeps the water in the pond gently agitated.

Tapped for ½in. gas pipe.

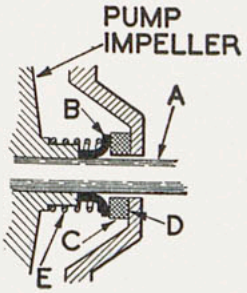


Adjustable Jet

STUART PUMP GLAND

(*Patent No.* 451994)

The unreliability and failure of small pumps has in the past been largely due to the friction involved in the attempt to prevent leakage from the gland of the pump spindle. This often absorbed more power than the pump and sometimes so much that the motor was burnt out. Besides, it always leaked (it had to, to keep lubricated) and needed constant adjustment



The Stuart Gland does not leak, either running or standing, and absorbs so little power that it cannot be measured.

This is how it works:

The rubber trumpet B is right on the pump spindle A. This resilient trumpet, backed by a spring E, presses the carbon ring C against the smooth flat surface D. B and C revolve together. Carbon and a hard metal form the most frictionless and wear-resisting combination known.

The higher the head of water delivered by the pump the more closely will the flexible trumpet be pressed against the carbon ring, automatically increasing the perfection of the seal.

Guarantee

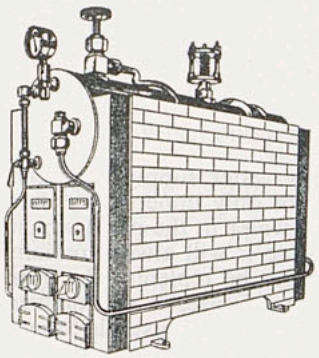
The Makers undertake, within twelve months from date of delivery, to repair or replace any part proved defective through workmanship and material (excluding accident, misuse or neglect) provided that the defective part is returned carriage paid to the Works with a written statement that a claim is made under this guarantee.

Liability is limited to the above guarantee.

INTRODUCTION TO BOILER FITTINGS

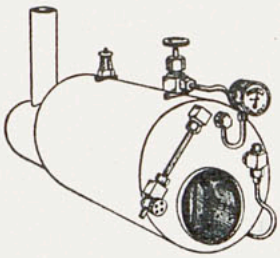
A small set of high grade boiler fittings was first introduced in 1899, and has since been extended to the very comprehensive selection detailed on the following pages. All fittings are of the best quality workmanship, and are made in gunmetal or hard brass. All valves and fittings are designed to withstand working pressures up to 150 lb. per square inch, and they may be relied upon to give continuous service over a very long period. Some notes on the care and maintenance of these fittings are given on page 101.

We give illustrations of typical boilers on this page, with lists of the types of fittings normally used on them. The sizes of the fittings quoted are merely a guide to general practice, and may be varied to suit individual requirements. The notes on mounting fittings in boilers given on page 101 will give some general guidance as to the best methods of adapting gauges, and the same principles of attachment should be applied to all other items. Where piping is screwed into fittings it may be sealed by soft soldering, but for push-in joints silver soldering is recommended for all purposes where working pressure will be above 25 lb. per square inch.



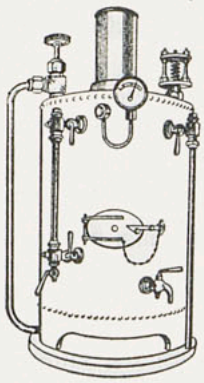
STATIONARY BOILER

Angle Wheel Valve Pattern No. 379, Pillar Safety Valve Pattern No. 145, Water Gauge Pattern No. 94, Check Valve Pattern No. 115, Pressure Gauge with Syphon.



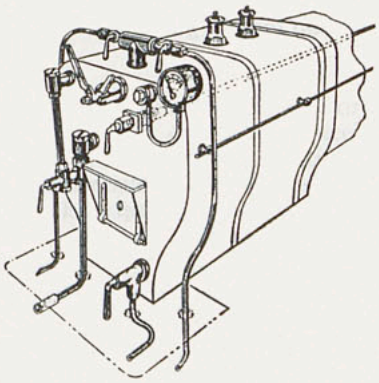
CENTRE FLUE LAUNCH BOILER

Safety Valve Pattern No. 144, Angle Wheel Valve Pattern No. 379, Pressure Gauge with Syphon, Check-Valve Pattern No. 115. Water Gauge Pattern No. 94/1.



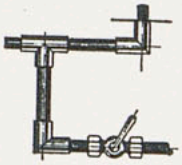
VERTICAL STEEL BOILER

Angle Wheel Valve Pattern No. 379, Pillar Safety Valve Pattern No. 145, 3-Cock Water Gauge Pattern No. 93, Bibcock Pattern No. 1113, Check-Valve Pattern No. 1114, Pressure Gauge with Syphon.



LOCOMOTIVE TYPE BOILER

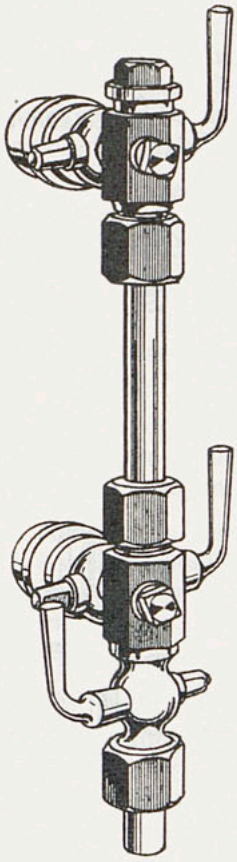
Safety Valves Pattern No. 144, Tee Piece Pattern No. 233, Water Gauge Pattern No. 94, Regulator Pattern No. 1468, Pressure Gauge with Syphon, Blower Valve Pattern No. 1500, Check-Valve Pattern No. 1914, Blow-off Cock Pattern No. 150.



PIPE FITTINGS

This illustration serves to show the common purposes for Tee Pieces and Elbows which are available in a variety of sizes.

WATER GAUGES



3-Cock Pattern

with 3 cocks and complete with bushings.

These water gauges incorporate features as a result of experience over many years. They have long nuts and square hole washers for plugs, carefully ground in and suitable for high pressures. They are fitted with a union drain cock.

93/2.	Gauge Glass	$\frac{3}{16}$" diameter
	Thread of attachment	$\frac{1}{4}$" × 32
	Length Overall	$3\frac{1}{2}$"
	Centres of fittings	2"
		Price **£3/12/6**
93/3.	Gauge Glass	$\frac{1}{4}$" diameter
	Thread of attachment	$\frac{5}{16}$" × 26
	Length Overall	$4\frac{1}{2}$"
	Centres of fittings	$2\frac{1}{2}$"
		Price **£4/9/6**

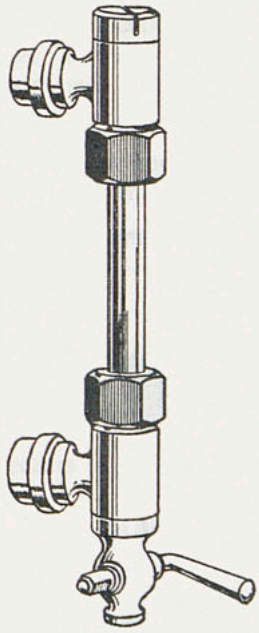
For 9½" and 10¼" Gauge Steam Locomotives.
Extra Heavy Type

93/5.	Gauge Glass	$\frac{3}{8}$" diameter
	Thread of attachment	$\frac{7}{16}$" × 26
	Length Overall	$7\frac{1}{2}$"
	Centres of fittings	$5\frac{1}{8}$"
		Price **£6/18/-**

Single Cock Type

with drain cock

91/1.	Gauge Glass	$\frac{3}{16}$" diameter
	Thread of attachment	$\frac{3}{16}$" × 40
	Length Overall	$2\frac{3}{4}$"
	Centre of fittings	$1\frac{7}{8}$"
		Price **29/6**



The centres of fixing holes for each size and type of gauge are the *minimum recommended*. The fittings may be mounted closer together but the length of glass will be disappointingly short. The fittings can be mounted further apart to any desired centres.

The overall length of all fittings as stated does not include thread of attachment.

RUBBER WASHERS

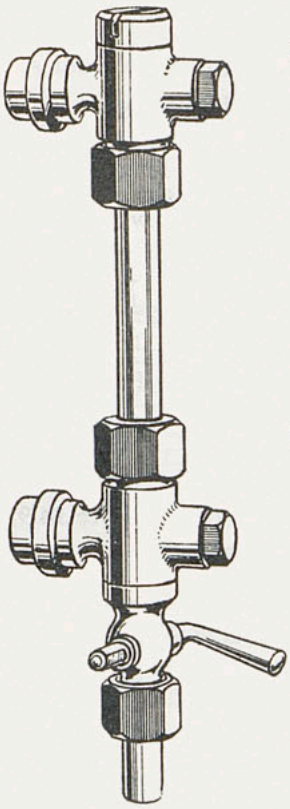
As supplied with our standard water gauges—in packets of one dozen. Please specify size of gauge glass.

Price per packet **2/-**

GAUGE GLASS

Size	$\frac{5}{32}$"	$\frac{3}{16}$"	$\frac{1}{4}$"	$\frac{5}{16}$"	$\frac{3}{8}$"
Price per foot	2/6	2/6	3/-	3/6	4/6

MODELS BY BASSETT-LOWKE



Single Cock, but with union drain cock

91/2. Gauge Glass .. .. $\frac{3}{16}$" diameter
Thread of attachment .. .. $\frac{1}{4}$" × 32
Length Overall .. .. $3\frac{1}{2}$"
Centres of fittings .. .. 2"

Price **£2/6/8**

Plain Pattern

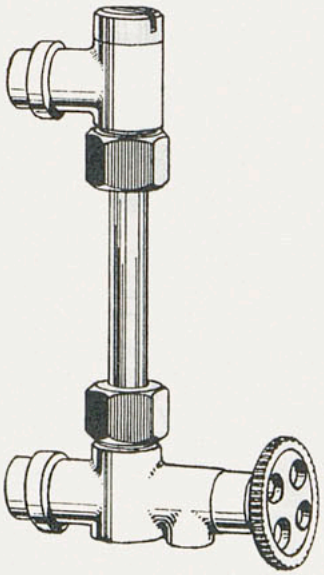
without Drain Cock

9/1. Gauge Glass .. .. .. $\frac{3}{16}$" diameter
Thread of attachment .. $\frac{3}{16}$" × 40
Length Overall .. .. $2\frac{1}{2}$"
Centres of fittings .. .. $1\frac{7}{8}$"

Price **18/8**

NEW PATTERN WATER GAUGES

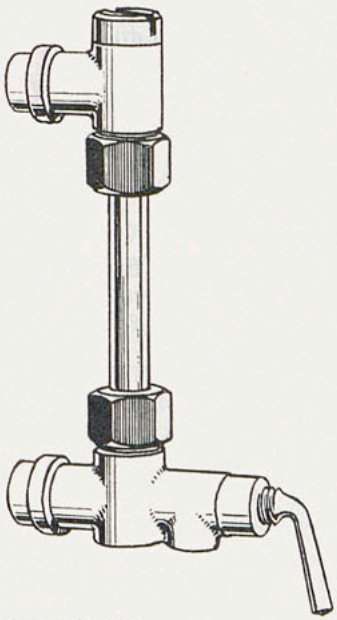
This compact Water Gauge has been specially designed for use on small gauge locomotive boilers and gives a maximum glass reading. The blow-off handle is situated in the front for ready access.



With screw-down blow-off, with lever or wheel handle.

94/1. Gauge Glass .. $\frac{3}{16}$" diameter
Thread of attachment .. .. $\frac{3}{16}$" × 40
Length Overall .. $2\frac{3}{8}$"
Centres of fittings $1\frac{13}{16}$"

Price **£2/6/8**



Illustrations full size to the first size listed except where marked †.

MODELS BY BASSETT-LOWKE

NOTES FOR MOUNTING WATER GAUGES IN BOILERS

When tapping holes in boiler ensure they are cut true and square so that fittings will enter easily and sit straight. This will simplify the aligning of the top and bottom fittings. The thread of attachment should be red-leaded and a thin washer (page 112) used under the seating so that fittings can be screwed up tightly into correct position.

Remove screw-plug from top of the upper fitting and place a piece of metal rod or tube (the same diameter as the water gauge glass) into position through the upper and into the lower fittings. When this can be located in position readily, the fittings are properly lined up for the glass. Failure to align fittings correctly will result in cracked glasses or faulty packing.

The glass tube may now be inserted in the fittings, the following procedure being recommended. Pass the glass tube through the top fittings and slide on one of the special rubber washers provided, follow with the two gland nuts and then the second washer in that order.

Carefully adjust the glass into place in the lower fitting and then slide the gland nuts, with their washers, into position for screwing on to top and bottom fittings. Screw up finger tight only until the boiler is steamed when final adjustment can be made under pressure as required.

Asbestos or hemp may be used as a substitute packing, but great care is required to ensure that it is evenly placed otherwise it will be impossible to avoid a leak at the glands. The top fitting plug should be screwed back into place, the thread being red-leaded as in the case of the threads of attachment.

The majority of our water gauges are supplied mounted on a metal plate which is not required when the fittings are attached to the boiler.

If the fittings are required to be spaced differently to standard spacing (i.e. as indicated by the metal plate or as stated in the catalogue) a piece of water gauge glass must be cut to the required length. This may be determined after the fittings are attached to the boiler. It should be equal in length to the distance between top and bottom fittings (after gland nuts have been removed) plus the length of the gland threads.

MAINTENANCE OF BOILER FITTINGS

For over 50 years, our Boiler Fittings have been produced only in the best quality materials obtainable, and they will, if given reasonable care and maintenance, last for a great length of time without replacement or repair.

The greatest damage, particularly in wheel valves, water gauges and injectors is caused by the use of hard water. This can be avoided by using only soft or filtered water.

Valves or taps should be removed occasionally, cleaned to remove any chalk deposit or other matter and lubricated with a suitable oil or graphite.

Injector cones should be occasionally removed, although great care should be taken to avoid distortion. They should be boiled in soda water or soaked in acid to remove corrosion. Generally, when an injector is working successfully, it is best "to leave well alone".

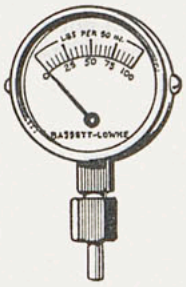
At the end of a run, particularly if a locomotive or boiler is likely to be left standing for any length of time, a spot of oil on all taps etc., will keep them in condition.

Finally, fittings should be kept clean and polished at all times because usually when admiring a locomotive, the observer first of all looks inside the cab and a clean backplate and footplate is the symbol of a well cared for and efficient model locomotive.

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

PRESSURE GAUGES



The Pressure Gauges now offered are the finest quality ever produced. A range of pressures which will satisfy most requirements.

Every gauge is individually tested before leaving the works.

$\frac{3}{4}$″ diameter reading to 80, 100, 120 or 150 lbs.
Length Overall, $1\frac{5}{8}$″ — Price **£1/15/0**

1″ diameter reading to 80, 100, 120 or 150 lbs.
Length Overall, $1\frac{3}{4}$″ — Price **£1/15/0**

2″ diameter reading to 100 or 160 lbs.
Length Overall, $3\frac{1}{2}$″ — Price **£1/17/6**

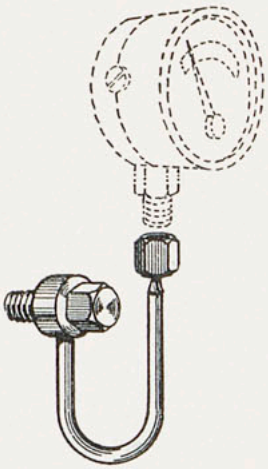
N.B.—It is essential to use a syphon when fitting a pressure Gauge to a Steam Boiler.

PRESSURE GAUGE SYPHONS

To suit $\frac{3}{4}$″ and 1″ pressure gauges.

Length Overall, 1″ — Thread of attachment, $\frac{3}{16}$″ × 40 — Price **6/8**

NEW PATTERN SYPHONS



As illustrated, complete with Tail Piece and Nut.

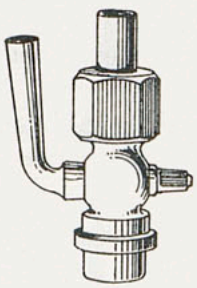
This new type syphon has been designed for easy fitting. It is attached to the boiler by one screw. Most suitable for use on locomotive boilers where space is limited, because the fitting can be located in any desired position.

No. 1. Size for $\frac{3}{4}$″ gauges.
Length Overall, $1\frac{1}{4}$″ by Width $\frac{3}{4}$″
Thread of attachment $\frac{3}{16}$″ × 40. — Price **7/6**

No. 2. Size for 1″ gauges
Length Overall $1\frac{5}{8}$″ by Width 1″
Thread of attachment $\frac{1}{4}$″ × 32. — Price **9/3**

No. 3. Size for $1\frac{1}{2}$″ gauges
Length Overall $2\frac{3}{4}$″ by Width $1\frac{3}{4}$″
Thread of attachment $\frac{7}{16}$″ × 26. — Price **18/3**

UNION COCKS



114/1. $\frac{1}{8}$″ pipe
Length Overall $1\frac{1}{8}$″
Thread of attachment $\frac{3}{16}$″ × 40 — Price **17/9**

114/2. $\frac{5}{32}$″ pipe
Length Overall $1\frac{3}{16}$″
Thread of attachment $\frac{1}{4}$″ × 32 — Price **22/-**

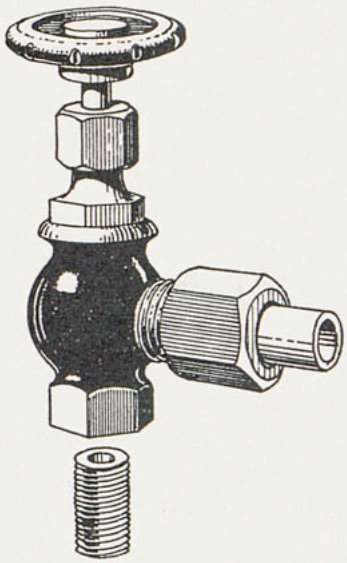
114/3. $\frac{3}{16}$″ pipe
Length Overall $1\frac{5}{16}$″
Thread of attachment $\frac{5}{16}$″ × 26. — Price **26/-**

114/4. $\frac{1}{4}$″ pipe
Length Overall $1\frac{1}{2}$″
Thread of attachment $\frac{3}{8}$″ × 26 — Price **30/-**

Illustrations full size to the first size listed except where marked †.

MODELS BY
BASSETT-LOWKE

FULL-WAY WHEEL VALVES (Angle)

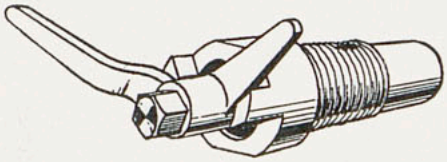


379/2. $\frac{5}{32}$" pipe, Length Overall $1\frac{7}{8}$", Thread of attachment $\frac{3}{16}$" × 40. Price **12/0**

379/3. $\frac{3}{16}$" pipe, Length Overall $1\frac{1}{2}$", Thread of attachment $\frac{1}{4}$" × 32. Price **14/7**

379/4. $\frac{1}{4}$" pipe, Length Overall $2\frac{3}{16}$", Thread of attachment $\frac{5}{16}$" × 26. Price **17/6**

379/5. $\frac{5}{16}$" pipe, Length Overall $2\frac{1}{4}$", Thread of attachment $\frac{3}{8}$" × 26. Price **£1/0/5**

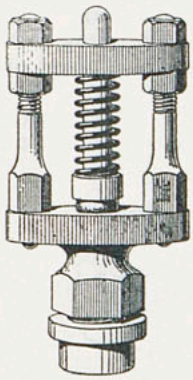


REGULATORS

Locomotive type for $\frac{1}{2}$" scale locomotives

1468/2. Screwed $\frac{7}{16}$" × 26 threads
Length (including threaded portion) $1\frac{7}{16}$"
Screwed for Steampipe $\frac{3}{16}$" diameter
Price **£1/16/0**

PILLAR SAFETY VALVES



145/1. Height Overall $1\frac{5}{8}$". Thread of attachment $\frac{5}{16}$" × 26
Diameter of Valve seating $\frac{3}{16}$" Price **38/6**

145/2. Height Overall $1\frac{3}{4}$". Thread of attachment $\frac{3}{8}$" × 26
Diameter of Valve seating $\frac{1}{4}$" Price **42/-**

145/3. Height Overall $2\frac{1}{4}$". Thread of attachment $\frac{7}{16}$" × 26
Diameter of Valve seating $\frac{5}{16}$" Price **45/-**

SAFETY VALVES

Ross Pop Pattern

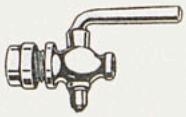
144/0. Height Overall $\frac{1}{2}$"
Thread of attachment $\frac{1}{4}$" × 40
Diameter of valve seating $\frac{3}{32}$" .. Price **11/9**

144/1. Height Overall $\frac{11}{16}$"
Thread of attachment $\frac{5}{16}$" × 26
Diameter of valve seating $\frac{7}{64}$" .. Price **12/9**

144/2. Height Overall $\frac{13}{16}$"
Thread of attachment $\frac{3}{8}$" × 26
Diameter of valve seating $\frac{1}{8}$" .. Price **13/9**

The overall length of all fittings as stated does not include thread of attachment.

STRAIGHT NOSE COCKS

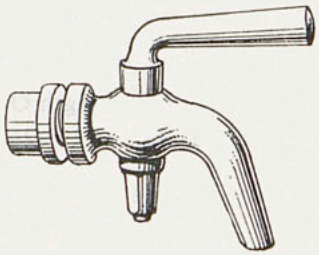


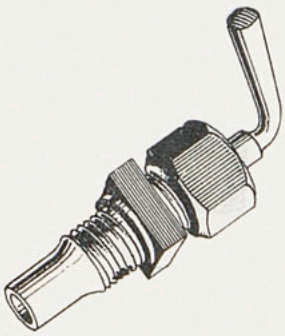
11/1. Length Overall $\frac{7}{16}$″
Thread of attachment $\frac{3}{16}$″ × 40. Price **10/6**

11/2. Length Overall $\frac{1}{2}$″
Thread of attachment $\frac{1}{4}$″ × 32. Price **12/6**

BIB COCK

1113/2. Length Overall $\frac{7}{8}$″
Thread of attachment $\frac{3}{16}$″ × 40. Price **15/6**





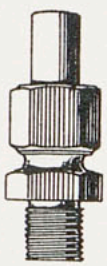
†BLOWER VALVE

Bent Handle Locomotive Type

1500/1. Length Overall $1\frac{3}{8}$″ (excluding threaded portion $\frac{3}{4}$″)
Body screwed $\frac{5}{16}$″ × 26
Screwed for $\frac{1}{8}$″ steam pipe. Price **17/9**

MALE END UNIONS

Best quality finish

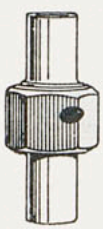


14/1. For $\frac{1}{8}$″ pipe
Length Overall $\frac{3}{4}$″
Thread of attachment $\frac{3}{16}$″ × 40 Price **5/6**

14/2. For $\frac{5}{32}$″ pipe
Length Overall $\frac{7}{8}$″
Thread of attachment $\frac{1}{4}$″ × 32. Price **5/10**

14/3. For $\frac{3}{16}$″ pipe
Length Overall 1″
Thread of attachment $\frac{5}{16}$″ × 26. Price **10/-**

UNIONS



24/1. For $\frac{1}{8}$″ pipe
Length Overall $\frac{7}{8}$″ Price **4/3**

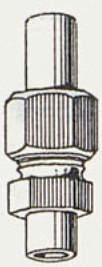
24/2. For $\frac{3}{32}$″ pipe
Length Overall 1″ Price **5/6**

24/3. For $\frac{3}{16}$″ pipe
Length Overall $1\frac{1}{4}$″ Price **7/-**

*STEAM UNIONS

with Ground Cone Joints

Connections are for soldered tube and not screwed



220/1. For $\frac{1}{8}$″ pipe both ends
Length Overall $\frac{3}{4}$″ Price **1/5½**

220/2. For $\frac{5}{32}$″ pipe both ends
Length Overall 1″ Price **1/9**

220/3. For $\frac{3}{16}$″ pipe both ends
Length Overall $1\frac{1}{8}$″ Price **2/0**

220/4. For $\frac{1}{4}$″ pipe both ends
Length Overall $1\frac{3}{16}$″ Price **2/7**

220/5. For $\frac{5}{16}$″ pipe both ends
Length Overall $1\frac{5}{16}$″ Price **3/6**

Illustrations full size to the first size listed except where marked †.

MODELS BY BASSETT-LOWKE

†*LOOSE UNIONS, with Female end

This consists of union body, also nut and ring for fixing to pipe. It is a particularly neat Union.

223/1. For $\frac{1}{8}$" pipe. Length Overall $\frac{9}{16}$" — Price **1/2**

223/2. For $\frac{5}{32}$" pipe. Length Overall $\frac{9}{16}$" — Price **1/5½**

223/3. For $\frac{3}{16}$" pipe. Length Overall $\frac{11}{16}$" — Price **1/9**

223/4. For $\frac{1}{4}$" pipe. Length Overall $\frac{7}{8}$" — Price **2/0½**

223/5. For $\frac{5}{16}$" pipe. Length Overall 1" — Price **2/4**

*UNIONS, with Hexagon Male end

for making connections to Boilers, Tanks, etc.

222/1. For $\frac{1}{8}$" tube Length Overall $\frac{5}{8}$". Thread of attachment $\frac{3}{16}$" × 40 — Price **1/5½**

222/2. For $\frac{5}{32}$" tube Length Overall $\frac{13}{16}$". Thread of attachment $\frac{1}{4}$" × 32 — Price **1/9**

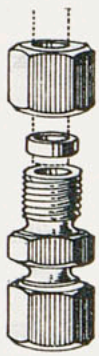
222/3. For $\frac{3}{16}$" tube Length Overall $\frac{7}{8}$". Thread of attachment $\frac{5}{16}$" × 26 — Price **2/0½**

222/4. For $\frac{1}{4}$" tube Length Overall $\frac{15}{16}$". Thread of attachment $\frac{3}{8}$" × 26 — Price **2/7½**

222/5. For $\frac{5}{16}$" tube Length Overall 1". Thread of attachment $\frac{7}{16}$" × 26 — Price **3/6**

†*DOUBLE LOOSE UNION

This fitting has the same body as the above, but it is fitted with a union nut at each end for connecting copper pipes.



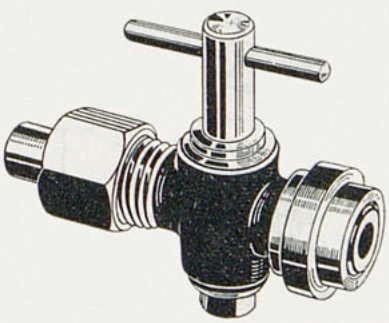
224/1. For $\frac{1}{8}$" pipe both ends Length Overall $\frac{5}{8}$" — Price **1/5½**

224/2. For $\frac{5}{32}$" pipe both ends Length Overall $\frac{3}{4}$" — Price **1/9**

224/3. For $\frac{3}{16}$" pipe both ends Length Overall $\frac{7}{8}$" — Price **2 0½**

224/4. For $\frac{1}{4}$" pipe both ends Length Overall 1" — Price **2/4**

224/5. For $\frac{5}{16}$" pipe both ends Length Overall 1¼" — Price **2/11**



WATER COCK with Ferrule

A beautifully proportioned and well-made fitting with $\frac{5}{32}$" clear way, $\frac{3}{16}$" pipe.

300/3 Screwed $\frac{5}{16}$" × 26 T.P.I. — Price **11/8**

The overall length of all fittings as stated does not include thread of attachment.

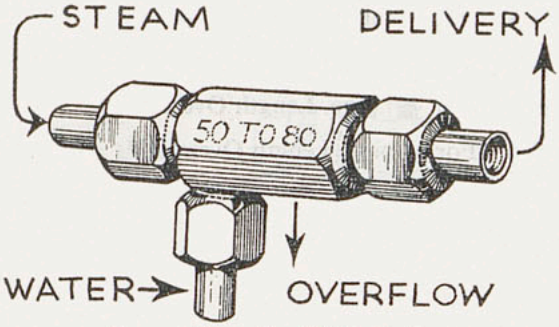
The items on pages 104 and 105 marked with an * are not hand finished, as in the case of all the other fittings in this catalogue. They are made from brass pressings which may be quite easily polished to match if used with our standard boiler fittings. They are plain drilled for tube to be soldered.

MODELS BY BASSETT-LOWKE

LOWKO INJECTORS

These well-known and reliable injectors are entirely automatic, self regulating, contain no moving cones.

Please state pressure required when ordering.



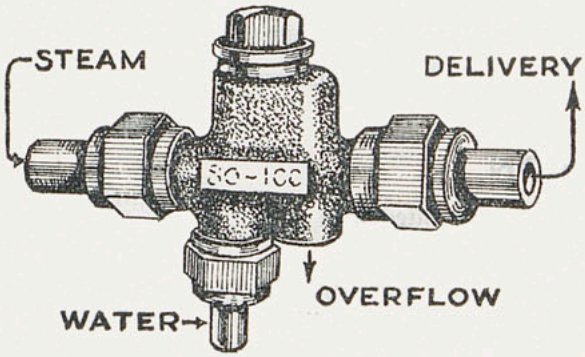
New pattern No. 0/N injector

No. 0/N For locomotives up to $\frac{3}{4}$" scale or stationary boilers up to 400 cubic inches capacity.

Length $2\frac{1}{4}$". Height $1\frac{1}{4}$". Unions screwed 40 T.P.I. for $\frac{5}{32}$" pipe. Delivery 1 pint per minute. Price **£2/7/6**

No. 1/N For locomotives up to 1" scale or boilers up to 600 cubic inches capacity.

Length $2\frac{1}{2}$". Height $1\frac{3}{8}$". Unions screwed for $\frac{3}{16}$" pipe. Delivery 2 pints per minute. Price **£3/15/0**



This illustration is of sizes No. 2 and No. 3.

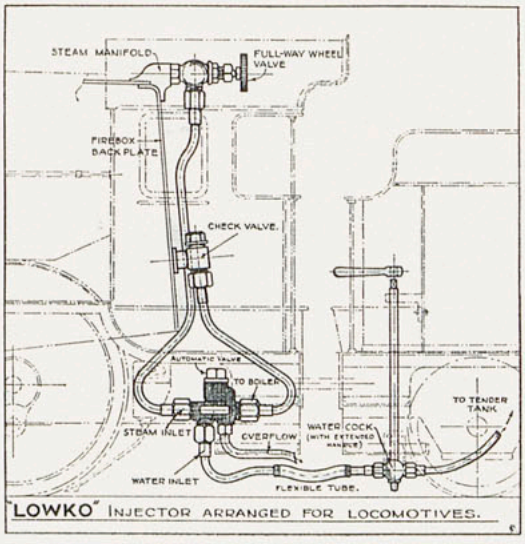
No. 2. For locomotives up to $1\frac{1}{2}$" scale or stationary boilers up to 1,000 cubic inches capacity.

Length 3". Height $2\frac{1}{4}$". Unions screwed 26 T.P.I. for $\frac{5}{16}$" pipe. Delivery 3 pints per minute. Price **£4/4/0**

No. 3. For locomotives up to 2" scale or stationary boilers up to 2,000 cubic inches capacity.

Length $4\frac{1}{4}$". Height 3". Unions screwed 26 T.P.I. for $\frac{3}{8}$" pipe. Delivery 5 pints per minute. Price **£6/17/6**

The accompanying diagram (a full size copy of which is supplied with every injector) shows the general method of fitting. Essential points to note are that pipework should be as short and free of right-angle bends as possible. The injector should be placed in a cool position and feed water should always be clean and cold. Each injector is individually tested in our works and can be supplied to work at pressures between 45 and 100 pounds per square inch. Working instructions are supplied.

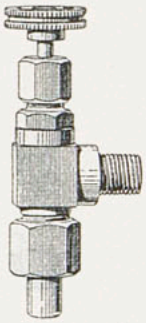


"LOWKO" INJECTOR ARRANGED FOR LOCOMOTIVES.

MODELS BY BASSETT-LOWKE

†INJECTOR CHECK VALVES

with screwdown valve



We recommend the use of this screwdown check valve with the "LOWKO" Injectors where space allows. Although rather larger than the average check valve of equal pipe size, they are specially proportioned to deal with the rapid input of water given by injectors.

1514/1. For use with No. 1 Injector
Height $2\frac{3}{4}$″
Union tapped 40 T.P.I. for $\frac{3}{16}$″ pipe
Thread of attachment $\frac{3}{8}$″ × 26 T.P.I. — Price **£2/4/0**

1514/2. For use with No. 2 Injector
Height $3\frac{1}{4}$″
Union tapped 26 T.P.I. for $\frac{5}{16}$″ pipe.
Thread of attachment $\frac{1}{2}$″ × 26 T.P.I. — Price **£2/17/6**

1514/3 For use with No. 3 Injector
Height $3\frac{3}{4}$″
Union tapped 26 T.P.I. for $\frac{3}{8}$″ pipe
Thread of attachment $\frac{5}{8}$″ × 26 T.P.I. — Price **£4/1/0**

*ELBOWS

Supplied unpolished only.

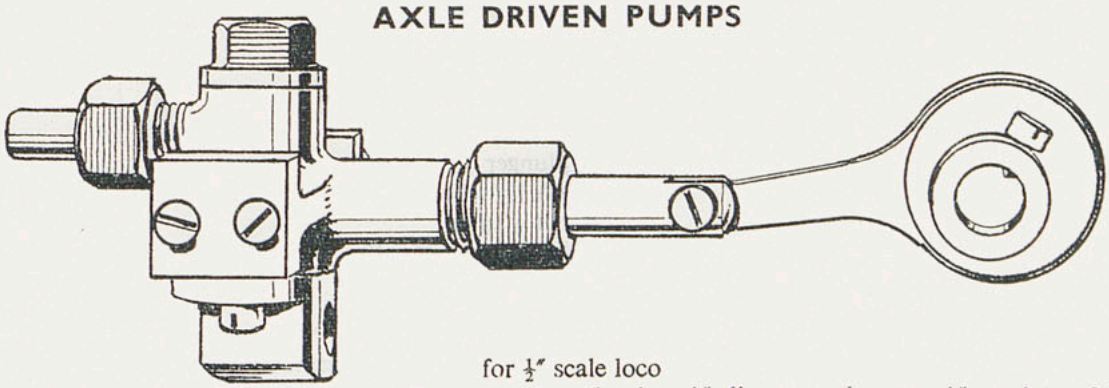
230/1.	For $\frac{1}{8}$″ pipe	Size $\frac{5}{16}$″ × $\frac{5}{16}$″	Price **1/9**
230/2.	For $\frac{5}{32}$″ pipe	Size $\frac{7}{16}$″ × $\frac{7}{16}$″	Price **1/9**
230/3.	For $\frac{3}{16}$″ pipe	Size $\frac{1}{2}$″ × $\frac{1}{2}$″	Price **2/0½**
230/4.	For $\frac{1}{4}$″ pipe	Size $\frac{9}{16}$″ × $\frac{9}{16}$″	Price **2/4**
230/5.	For $\frac{5}{16}$″ pipe	Size $\frac{11}{16}$″ × $\frac{11}{16}$″	Price **2/11**

*TEE PIECES

Supplied unpolished only

233/1.	For $\frac{1}{8}$″ pipe	Length $\frac{1}{2}$″ × $\frac{5}{16}$″ wide	Price **2/4**
233/2.	For $\frac{5}{32}$″ pipe	Length $\frac{5}{8}$″ × $\frac{7}{16}$″ wide	Price **2/4**
233/3.	For $\frac{3}{16}$″ pipe	Length $\frac{3}{4}$″ × $\frac{1}{2}$″ wide	Price **2/7½**
233/4.	For $\frac{1}{4}$″ pipe	Length $\frac{7}{8}$″ × $\frac{9}{16}$″ wide	Price **2/11**
233/5.	For $\frac{5}{16}$″ pipe	Length 1″ × $\frac{11}{16}$″ wide	Price **3/6**

AXLE DRIVEN PUMPS



for $\frac{1}{2}$″ scale loco

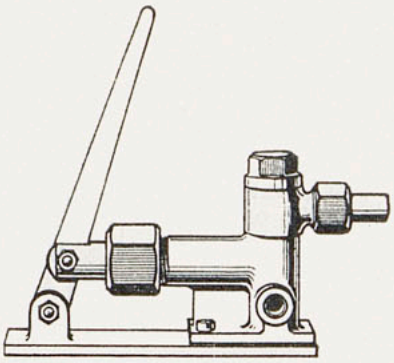
727/2. Complete with Rod and Eccentric for $\frac{5}{16}$″ axle. $\frac{1}{4}$″ diameter plunger × $\frac{1}{4}$″ stroke. $\frac{5}{32}$″ pipe connections. Length of pump only $2\frac{3}{4}$″. Centres of Eccentric and Rod $1\frac{3}{8}$″. Width over fixing brackets, $1\frac{15}{16}$″. Height Overall $1\frac{3}{8}$″.

Price **£3/0/0**

The overall length of all fittings as stated does not include thread of attachment.

The items on this page marked with an * are not hand finished, as in the case of all the other fittings in this catalogue. They are made from brass pressings which may be quite easily polished to match if used with our standard boiler fittings. They are plain drilled for tube to be soldered.

†HORIZONTAL LEVER HAND FORCE PUMPS



1726/1. $\frac{5}{16}$" plunger.
Height of pump $1\frac{7}{8}$"
Size of Base $2\frac{3}{4}$" × 1"
Output Union $\frac{5}{32}$" pipe
Intake Screwed $\frac{5}{32}$" × 40 — Price **£4 17 6**

1726/2. $\frac{3}{8}$" plunger
Height of pump $2\frac{1}{8}$"
Size of Base $3\frac{1}{4}$" × 1"
Output Union $\frac{3}{16}$" pipe
Intake Screwed $\frac{3}{16}$" × 40 — Price **£5/14/0**

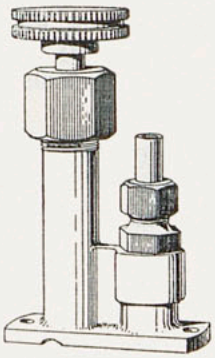
1726/3. $\frac{1}{2}$" plunger
Height of pump $2\frac{3}{4}$"
Size of Base $4\frac{5}{8}$" × $1\frac{3}{8}$"
Output Union $\frac{5}{16}$" pipe
Intake Screwed $\frac{5}{16}$" × 26 — Price **£11/15/0**

†VERTICAL HAND PUMPS

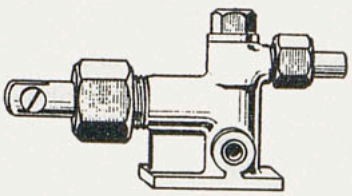
723/2. $\frac{1}{4}$" plunger
Height 2"
Size of Base $1\frac{3}{8}$" × $\frac{7}{16}$"
Output Union $\frac{1}{8}$" pipe — Price **£1/6/6**

723/3. $\frac{5}{16}$" plunger
Height $2\frac{1}{2}$"
Size of Base $1\frac{5}{8}$" × $\frac{1}{2}$"
Output Union $\frac{5}{32}$" pipe — Price **£2/4/9**

Water intake is under base



†HORIZONTAL FORCE PUMPS



726/1. $\frac{3}{16}$" plunger
Length $1\frac{1}{2}$" × Height $1\frac{1}{4}$"
Output $\frac{1}{8}$" pipe
Intake Screwed $\frac{1}{8}$" × 40 — Price **1/10/0**

726/2. $\frac{1}{4}$" plunger
Length 2" × Height $1\frac{1}{4}$"
Output Union $\frac{1}{8}$" pipe
Intake Screwed $\frac{5}{32}$" × 40 — Price **£2/0/0**

726/3. $\frac{5}{16}$" plunger
Length $2\frac{1}{2}$" × Height $1\frac{3}{8}$"
Output Union $\frac{5}{32}$" pipe
Intake Screwed $\frac{3}{16}$" × 40 — Price **£2/15/0**

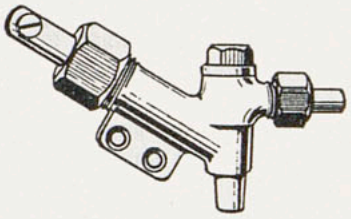
The Number 1 size is not fitted with a union for output pipe

Illustrations full size to the first size listed except where marked †.

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

†DIAGONAL FORCE PUMPS



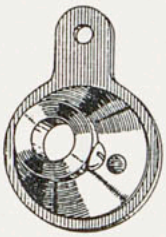
724/1. $\frac{3}{16}$″ plunger
Length $1\frac{1}{2}$″ × Height $1\frac{1}{4}$″
Output $\frac{1}{8}$″ pipe
Intake Screwed $\frac{1}{8}$″ × 40 — Price **11/9**

724/2. $\frac{1}{4}$″ plunger
Length 2″ × Height $1\frac{1}{4}$″
Output Union $\frac{1}{8}$″ pipe
Intake Screwed $\frac{5}{32}$″ × 40 — Price **18/-**

724/3. $\frac{5}{16}$″ plunger
Length $2\frac{5}{8}$″ × Height $1\frac{5}{8}$″
Output Union $\frac{5}{32}$″ pipe
Intake Screwed $\frac{3}{16}$″ × 40 — Price **£1/1/0**

The No. 1 size is not fitted with union for output pipe.

PUMP ECCENTRICS



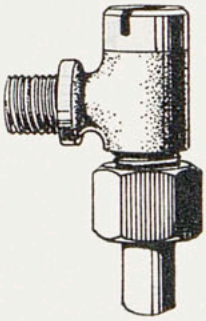
For use with 726 and 724 pattern pumps

No. 1. For $\frac{3}{16}$″ shaft — Stroke $\frac{1}{4}$″
Length 1″ — Width $\frac{5}{8}$″ — Price **£1/8/6**

No. 2. For $\frac{1}{4}$″ shaft — Stroke $\frac{5}{16}$″
Length $1\frac{3}{16}$″ — Width $\frac{7}{8}$″ — Price **£1/12/0**

No. 3. For $\frac{5}{16}$″ shaft — Stroke $\frac{3}{8}$″
Length $1\frac{7}{16}$″ — Width 1″ — Price **£1/17/6**

CHECK VALVES
(Plain Pattern)



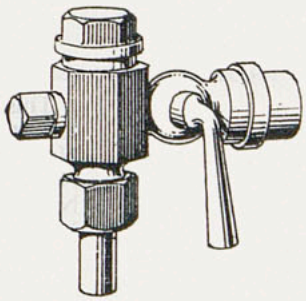
1914/1. Height Overall $1\frac{1}{4}$″
Thread of attachment $\frac{3}{16}$″ × 40 T.P.I.
Union for $\frac{1}{8}$″ pipe — Price **11/9**

1914/2. Height Overall $1\frac{1}{2}$″
Thread of attachment $\frac{1}{4}$″ × 32 T.P.I.
Union for $\frac{5}{32}$″ pipe — Price **13/9**

1914/3. Height Overall $1\frac{3}{4}$″
Thread of attachment $\frac{5}{16}$″ × 26 T.P.I.
Union for $\frac{3}{16}$″ pipe — Price **15/3**

†CHECK VALVES

best quality polished body with Cock



1114/1. Height Overall $1\frac{1}{8}$″
Thread of attachment $\frac{3}{16}$″ × 40 T.P.I.
Union for $\frac{1}{8}$″ pipe — Price **£1/9/6**

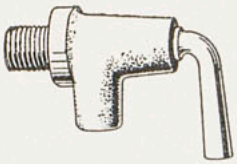
1114/2. Height Overall $1\frac{3}{8}$″
Thread of attachment $\frac{1}{4}$″ × 32 T.P.I.
Union for $\frac{5}{32}$″ pipe — Price **£2/2/0**

1114/3. Height Overall $1\frac{1}{2}$″
Thread of attachment $\frac{5}{16}$″ × 26 T.P.I.
Union for $\frac{3}{16}$″ pipe — Price **£2/10/0**

The overall length of all fittings as stated does not include thread of attachment.

BASSETT-LOWKE LTD

†BLOW-OFF COCKS



A simple type of drain cock with screw lever

150/1. Length Overall $\frac{9}{16}$″
Thread of attachment $\frac{3}{16}$″ × 40 T.P.I. — Price **8/6**

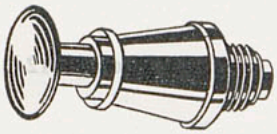
150/2. Length Overall $\frac{11}{16}$″
Thread of attachment $\frac{1}{4}$″ × 26 T.P.I. — Price **12/**

†HAND RAIL KNOBS

$\frac{1}{2}$″ scale $2\frac{1}{2}$″ gauge. Length $\frac{7}{32}$″
Screwed $\frac{3}{32}$″
Drilled for $\frac{1}{16}$″ hand rail — Price **9d.**

$\frac{1}{4}$″ scale $1\frac{1}{4}$″ gauge. Length $\frac{3}{16}$″
Screwed 10 B.A.
Drilled for $\frac{1}{32}$″ hand rail. — Price **8d.**

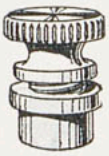
LOCOMOTIVE SPRING BUFFER



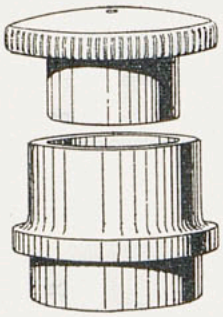
Round head with conical body, as illustrated.

152/1. $\frac{1}{2}$″ scale
Length $\frac{7}{8}$″
Screwed $\frac{5}{16}$″ × 26 threads — Price **6/-**

SCREW-IN FILLING PLUG



Plain pattern complete with bushing
Length $\frac{7}{16}$″
Screwed $\frac{1}{4}$″ × 32 — Price **2/9**

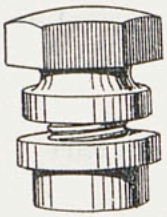


PUSH-IN FILLING PLUGS

For soldering to tank top

52/2. $\frac{3}{4}$″ diameter
Height $\frac{5}{8}$″ — Price **11/-**

HEXAGON PATTERN FILLING SCREWS



119/1. Height $\frac{1}{2}$″
Screwed $\frac{3}{8}$″ × 26 — Price **7/-**

STAINLESS STEEL NIPPLES

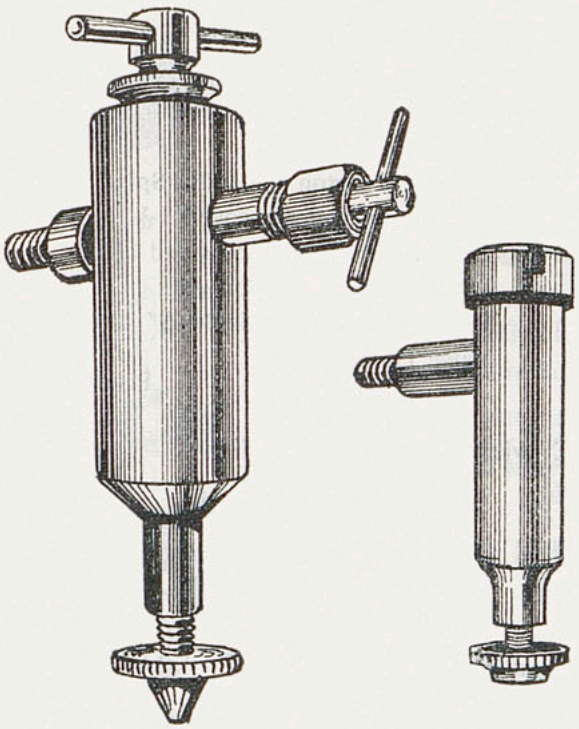
This range of stainless steel nipples is a considerable improvement on earlier designs, being much stronger and better proportioned.

No. 1.	$\frac{1}{8}$″ diameter × 40 T.P.I.	Length $\frac{1}{4}$″	Price **7d.**
No. 2.	$\frac{5}{32}$″ diameter × 40 T.P.I.	Length $\frac{1}{4}$″	Price **7d.**
No. 3.	$\frac{3}{16}$″ diameter × 40 T.P.I.	Length $\frac{5}{16}$″	Price **10d.**
No. 4.	$\frac{1}{4}$″ diameter × 32 T.P.I.	Length $\frac{3}{8}$″	Price **1/0½**
No. 5.	$\frac{5}{16}$″ diameter × 26 T.P.I.	Length $\frac{7}{16}$″	Price **1/2**
No. 6.	$\frac{3}{8}$″ diameter × 26 T.P.I.	Length $\frac{7}{16}$″	Price **1/6**

Illustrations full size to the first size listed except where marked †.

MODELS BY BASSETT-LOWKE

DISPLACEMENT LUBRICATOR



This fitting is particularly recommended for use with small steam engines. Designed to supply a regular delivery of oil to the cylinder, it is fitted with a regulating valve, $\frac{1}{4}$″ × 40 T.P.I male end thread for screwing directly into the steam chest or for connecting into the main steam line with a tee piece.

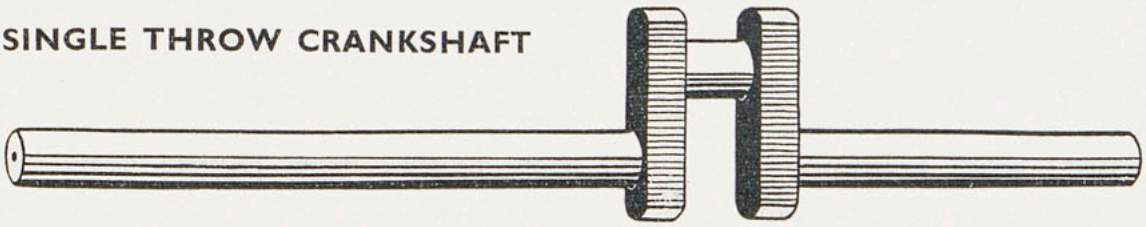
Height $2\frac{5}{8}$″. Diameter of body $\frac{5}{8}$″ Price **14/7**

Miniature Displacement Lubricator as illustrated. Designed for use with our $\frac{3}{4}$″ scale Traction Engine, but equally suitable for use with all small Steam Engines used in restricted positions.

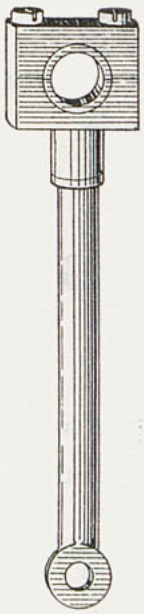
No. 1
Height overall $1\frac{5}{8}$″ Diameter of Body $\frac{3}{8}$″
Size of thread of attachment $\frac{5}{32}$″ × 40 T.P.I.
Price **15/-**

No. 2
Height overall 2″ Diameter of Body $\frac{9}{16}$″
Size of thread of attachment $\frac{3}{16}$″ × 40 T.P.I.
Price **15/6**

SINGLE THROW CRANKSHAFT



This crankshaft is built up in steel and is suitable for use with $\frac{3}{4}$″ stroke cylinder
Length 5″ Diameter of shaft $\frac{1}{4}$″ Price **£3/10/0**



CONNECTING ROD AND HEAD

This connecting rod is also designed for use with the crankshaft illustrated.

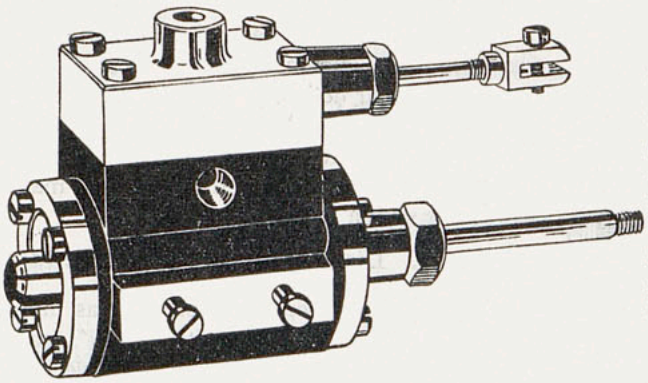
It is fitted with split big end and is complete with little end for connecting to crosshead.

Length Overall $2\frac{5}{8}$″ Big End Bore $\frac{1}{4}$″
Centre of holes $2\frac{1}{4}$″ Little End Bore 9/64″ Price **£2/10/0**

The overall length of all fittings as stated does not include thread of attachment.

BASSETT-LOWKE LTD

CYLINDER



Double-acting Slide Valve type

As used on our ¾″ scale Traction Engine
Suitable also for locomotives.

Bore ½″ × ¾″ stroke
Centres of Piston and Valve Spindles ¾″
Length over cylinder covers 1 5/16″
Length over Piston Rod gland 1¼″
Diameter of Piston Rod 5/32″
Diameter of Valve Spindle 3/32″
Valve Travel 3/16″

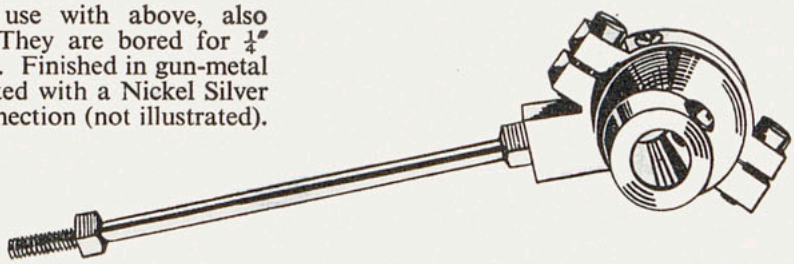
Price **£4/10/0**

CYLINDER ECCENTRIC with Fork Connection

These eccentrics are for use with above, also cylinders up to 1″ stroke. They are bored for ¼″ shaft and fitted with set screw. Finished in gun-metal with split sheave, they are fitted with a Nickel Silver connecting rod and Fork connection (not illustrated).

Throw 3/16″
Centres (shaft to fork) 2 7/8″

Price **£1/6/6**



LOOSE COLLARS

These collars are fitted with set screw and bored ¼″ to fit on to crank-shaft on page 97.

Price **2/3**

†SPIRIT NEEDLE VALVES

Designed especially for automatic drip feed methylated spirit burner tanks, as used on our standard ½″ scale locomotives.

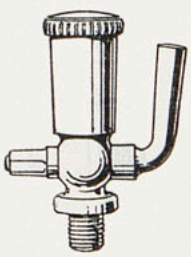
Length 4¾″ Diameter of body 5/16″

Price **£1/2/6**

CYLINDER LUBRICATORS

Single Cock Type with Screw Cap

111/1. Height ⅞″ Diameter of body ¼″
Thread of attachment 5/32″ × 40 T.P.I. Price **9/9**



SOFT ALUMINIUM WASHERS

We use these with our fittings. Being supplied in different thicknesses, they ensure that correct alignment can be obtained when mounting fittings on engines and boilers.

If you require any particular size, please mention this when ordering and we will see that this is included.

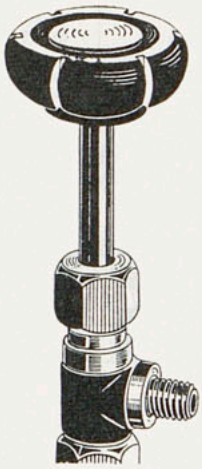
Size of hole—⅛″, 5/32″, 3/16″ ¼″ 5/16″ ⅜″ ½″, each in thicknesses from .009 to .022″
Per packet of assorted sizes and thicknesses. Price **2/6**

Illustrations full size to the first size listed except where marked†.

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

LOW PRESSURE SAFETY VALVE



This fitting is used on all our standard low pressure steam engines, and is recommended for use on boilers with a working pressure of 15-20 lbs.

Length Overall $\frac{9}{16}$" (upper portion only)

Diameter of body $\frac{5}{16}$"

Thread of attachment 0 B.A.

Complete with bushing Price **5/6**

ANGLE REGULATOR WITH UNION

as fitted to our Eclipse Marine Engine

Gives fine steam control and is suitable for engines up to $\frac{3}{4}$" bore and stroke. Union drilled for $\frac{1}{8}$" pipe. Thread of attachment $\frac{3}{16}$" × 40. Fibre hand wheel.

Price **18/6**

BRONZE AND RUSTLESS STEEL BALLS

Bronze	$\frac{1}{8}$"	$\frac{5}{32}$"	$\frac{3}{16}$"	$\frac{7}{32}$"	$\frac{1}{4}$"	$\frac{5}{16}$"	$\frac{3}{8}$"	$\frac{7}{16}$"	dia
Price	**10d.**	**10d.**	**11d.**	**1/-**	**1/6**	**1/9**	**2/3**	**3/-**	doz.

Rustless Steel ..	$\frac{1}{8}$"	$\frac{5}{32}$"	$\frac{3}{16}$"	$\frac{7}{32}$"	$\frac{1}{4}$"	$\frac{5}{16}$"	dia.
Price	**8d.**	**10d.**	**1/-**	**1/3**	**1/9**	**2/3**	doz.

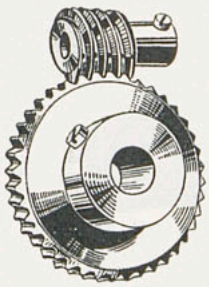
Orders under **£1**, enclose **1/6** postage Orders over **£1** and under **£5**, enclose **2/6** postage

DECIMAL OF AN INCH AND OF A FOOT

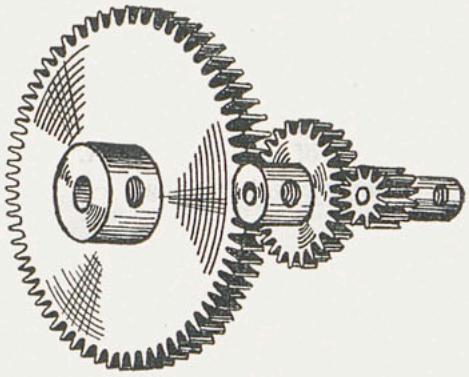
Decimal Dimension	Fract'n of an inch	Decimal Dimension	Fract'n of an inch	Decimal Dimension	Fract'n of an inch	Decimal Dimension	Fract'n of an inch	Decimal Dimension	Fract'n of an inch
.125	$\frac{1}{8}$	.302		.479		.656	$\frac{21}{32}$	.833	
.130		.307		.484	$\frac{31}{64}$	.661		.838	
.135		.312	$\frac{5}{16}$	.489		.666		.843	$\frac{27}{32}$
.140	$\frac{9}{64}$	.317		.494		.671	$\frac{43}{64}$	.849	
.145		.322		.500	$\frac{1}{2}$	.677		.854	
.151		.328	$\frac{21}{64}$	.505		.682		.859	$\frac{55}{64}$
.156	$\frac{5}{32}$	.333		.510		.687	$\frac{11}{16}$	.864	
.161		.338		.515	$\frac{33}{64}$	.692		.869	
.166		.343	$\frac{11}{32}$	.520		.697		.875	$\frac{7}{8}$
.171	$\frac{11}{64}$	.349		.526		.703	$\frac{45}{64}$	.880	
.177		.354		.531	$\frac{17}{32}$	.708		.885	
.182		.359	$\frac{23}{64}$	.536		.713		.890	$\frac{57}{64}$
.187	$\frac{3}{16}$	.364		.541		.718	$\frac{23}{32}$	.895	
.192		.369		.546	$\frac{35}{64}$	.724		.901	
.197		.375	$\frac{3}{8}$	.552		.729		.906	$\frac{29}{32}$
.203	$\frac{13}{64}$	.380		.557		.734	$\frac{47}{64}$	.911	
.208		.385		.562	$\frac{9}{16}$	.739		.916	
.213		.390	$\frac{25}{64}$	.567		.744		.921	$\frac{59}{64}$
.218	$\frac{7}{32}$	.395		.572		.750	$\frac{3}{4}$	.927	
.224		.401		.578	$\frac{37}{64}$	.755		.932	
.229		.406	$\frac{13}{32}$	.583		.760		.937	$\frac{15}{16}$
.234	$\frac{15}{64}$	.411		.588		.765	$\frac{49}{64}$	.942	
.239		.416		.593	$\frac{19}{32}$	.770		.947	
.244		.421	$\frac{27}{64}$	.599		.776		.953	$\frac{61}{64}$
.250	$\frac{1}{4}$	.427		.604		.781	$\frac{25}{32}$	.958	
.255		.432		.609	$\frac{39}{64}$	.786		.963	
.260		.437	$\frac{7}{16}$	.614		.791		.968	$\frac{31}{32}$
.265	$\frac{17}{64}$	.442		.619		.796	$\frac{51}{64}$	.974	
.270		.447		.625	$\frac{5}{8}$	.802		.979	
.276		.453	$\frac{29}{64}$	.630		.807		.984	$\frac{63}{64}$
.281	$\frac{9}{32}$	.458		.635		.812	$\frac{13}{16}$	.989	
.286		.463		.640	$\frac{41}{64}$	.817		.994	
.291		.468	$\frac{15}{32}$	.645		.822		1.000	1
.296	$\frac{19}{64}$	.474		.651		.828	$\frac{53}{64}$		

BASSETT-LOWKE LTD

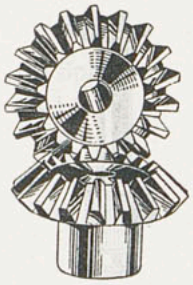
ACCURATE MACHINE CUT GEARS



WORM GEARS



SPUR GEARS



MITRE BEVEL GEARS

WORM GEARING BRASS

These can be supplied in various ratios as table below. Suitable for locomotive drive and experimental work.

Range of Sizes

Small Type			Large Type		
No. 1 set.	30-1 Ratio.	No. 46/21/0.	No. 1 set.	40-1 Ratio.	No. 46/31/1.
No. 2 set.	15-1 Ratio.	No. 46/22/0.	No. 2 set.	20-1 Ratio.	No. 46/32/1.
No. 3 set.	10-1 Ratio.	No. 46/23/0.	No. 4 set.	10-1 Ratio	No. 46/34/1.
No. 4 set.	7½-1 Ratio.	No. 46/24/0.	No. 5 set.	8-1 Ratio.	No. 46/35/1.
Hob Wheel outside diameter		$\frac{7}{8}$"	Hob Wheel outside diameter		$1\frac{3}{8}$"
Bored to fit shaft		$\frac{3}{16}$"	Bored to fit shaft		$\frac{5}{16}$"
Worm Wheel outside diameter		$\frac{3}{8}$"	Worm Wheel outside diameter		$\frac{1}{2}$"
Bored to fit shaft		$\frac{5}{32}$"	Bored to fit shaft		$\frac{3}{16}$"
Shaft centres when meshed		$\frac{9}{16}$"	Shaft centres when meshed		$\frac{7}{8}$"
Price 12/6			Price 15/6		

SPUR GEARS 48 DP. STEEL OR BRASS

No. Teeth	*O.D.*	*P.C.D.*	*Bore*	*Face Width*	*Boss Length*	*Boss Diameter*	*Price M/S*	*Price Brass*
12	.292"	.250"	.1562"	.187"	.312"	.292"	3/6	3/6
16	.375"	.333"	,,	,,	,,	.375"	4/-	4/-
20	.458"	.417"	,,	,,	,,	.344"	4/-	4/-
24	.542"	.500"	,,	,,	,,	.375"	4/-	4/-
30	.667"	.625"	.1875"	,,	,,	.500"	5/-	5/-
32	.708"	.667"	,,	,,	,,	,,	5/-	5/-
36	.792"	.750"	,,	,,	,,	.562"	5/3	5/3
40	.875"	.833"	.250"	,,	,,	.625"	6/-	6/6
48	1.042"	1.000"	,,	,,	,,	,,	6/6	6/9
60	1.292"	1.250"	,,	,,	,,	,,	7/6	8/3
64	1.375"	1.333"	,,	,,	,,	,,	8/-	8/9
72	1.542"	1.500"	,,	,,	,,	,,	8/6	9/6
80	1.708"	1.667"	,,	,,	,,	,,	9/3	10/3
84	1.792"	1.750"	,,	,,	,,	,,	9/6	11/-
90	1.917"	1.875"	,,	,,	,,	,,	10/3	11/9
96	2.042"	2.000"	,,	,,	,,	,,	10/9	12/6
100	2.125"	2.083"	,,	,,	,,	,,	11/3	13/3
108	2.292"	2.250"	,,	,,	,,	,,	12/9	15/6
120	2.542"	2.500"	,,	,,	,,	,,	13/6	16/9

See table on page 113 for fractions of inch

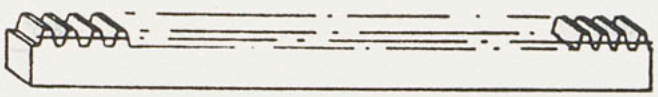
MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

SPUR GEARS 64 DP. STEEL OR BRASS

No. Teeth	O.D.	P.C.D.	Bore	Face Width	Boss Length	Boss Diameter	Price M/S	Price Brass
12	.223″	.192″	.125″	.125″	.312″	.223″	3/6	3/6
16	.281″	.250″	,,	,,	.125″	.203″	3/6	3/6
20	.344″	.312″	,,	,,	,,	.265″	3/9	3/9
24	.406″	.375″	,,	,,	,,	.312″	4/-	4/-
30	.500″	.469″	,,	,,	,,	.375″	4/-	4/-
32	.531″	.500″	,,	,,	,,	,,	4/-	4/-
36	.593″	.562″	,,	,,	,,	,,	4/6	4/6
40	.656″	.625″	.1875″	,,	.187″	,,	5/-	5/-
48	.781″	.750″	,,	,,	,,	.500″	5/3	5/3
60	.969″	.937″	,,	,,	,,	,,	6/3	6/6
64	1.031″	1.000″	,,	,,	,,	,,	6/6	6/9
72	1.156″	1.125″	,,	,,	,,	,,	6/9	7/3
80	1.281″	1.250″	,,	,,	,,	,,	7/9	8/3
84	1.344″	1.312″	,,	,,	,,	,,	8/-	8/6
90	1.437″	1.406″	,,	,,	,,	,,	8/3	9/-
96	1.531″	1.500″	,,	,,	,,	,,	8/6	9/6
100	1.594″	1.562″	,,	,,	,,	,,	9/-	10/-
108	1.719″	1.687″	,,	,,	,,	,,	10/-	11/-
120	1.906″	1.875″	,,	,,	,,	,,	10/9	12/3

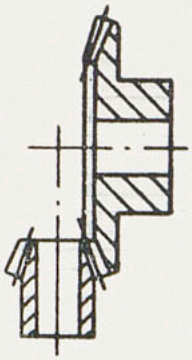
RACKS—BRASS OR STEEL



Price each—all sizes. 3″ long 7/-, 6″ long 11/3, 12″ long 17/9.

D.P.	Face Width	Depth	Pitch Line to Back
48	3/16″	1/8″	.354″
48	3/16″	3/16″	.167″
64	1/8″	1/4″	.234″
64	1/8″	1/8″	.109″

RATIO BEVEL GEARS 32 & 16 DP.



32DP	PINION						GEAR						
Ratio	No. Teeth	O.D.	Bore	Boss Dia.	Boss Length	Cone Centre to Back	No. Teeth	O.D.	Bore	Boss Dia.	Boss Lgth.	Cone Centre to Back	Price Per Pair
1½-1	12	.441″	.1875″	.312″	.203″	.500″	18	.588″	.250″	.437″	.203″	.500″	15/9
2-1	,,	.450″	,,	,,	.235″	.625″	24	.768″	,,	.562″	.238″	,,	18/6
3-1	,,	.461″	,,	,,	.240″	.812″	36	1.139″	,,	,,	.238″	,,	22/9
4-1	,,	.464″	,,	,,	.244″	1.000″	48	1.510″	,,	,,	.250″	.562″	31/-
16DP													
1½-1	18	1.256″	.375″	.875″	.573″	1.500″	27	1.739″	.500″	1″	.625″	1.375″	
2-1	13	.963″	.375″	.625″	.390″	1.250″	26	1.661″	.500″	1″	.625″	1.250″	

Material—Nickel Chrome Steel E.N.36 — Price per pair—either ratio £2. 2. 6.

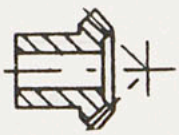
Ditto Ditto Case-hardened teeth only ,, ,, ,, ,, ,, £3. 0. 0.

See table on page 113 for fractions of inch

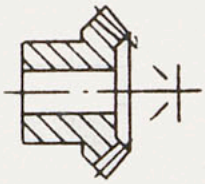
BASSETT-LOWKE LTD

MITRE BEVEL GEARS, 16, 18, 32, 40 & 48 DP.

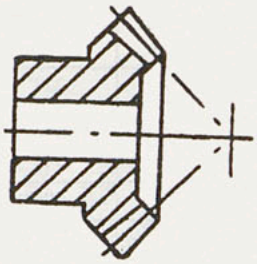
48DP - 16T



48DP - 22T



32DP - 22T

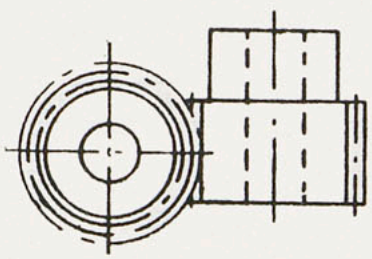


18DP - 18T

D.P.	*No. Teeth*	*O.D.*	*Bore*	*Boss Dia.*	*Boss Length*	*Cone Centre to back*	*Material*	*Price Per Pair*
16	30	$1\frac{31}{32}$″	.500″	$1\frac{1}{8}$″	$\frac{5}{8}$″	1.750″	Steel / Brass	£1. 10. 6./£1. 17. 6.
*18	18	$1\frac{5}{64}$″	.250″	$\frac{5}{8}$″	$\frac{3}{16}$″	.937″	Steel, Brass & Dural	18/9
40	40	$1\frac{1}{32}$″	.250″	$\frac{5}{8}$″	$\frac{1}{4}$″	.812″	,,	18/9
32	22	$\frac{47}{64}$″	.1875″	$\frac{7}{16}$″	$\frac{1}{4}$″	.687″	,,	13/6
48	22	$\frac{31}{64}$″	.156″	$\frac{5}{16}$″	$\frac{3}{32}$″	.562″	,,	11/3
48	16	$\frac{3}{8}$″	.125″	$\frac{1}{4}$″	$\frac{3}{16}$″	.375″	,,	8/9
* 18 D.P. 18T. Mitre Bevels also available in Polyacetal (Delrin) thermoplastic material, combining high strength, low co-eff. of friction, and good dimensional stability.								£1. 3. 0.

CROSSED HELICAL GEARS Ratio 1:1

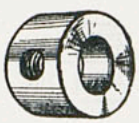
For smooth running right angle drives where loads are light.



No. Teeth	16	17
D.P.	32	48
Bore	.250″	.1875″
Centres	.700″	.500″
Tooth Face	$\frac{7}{16}$″	$\frac{3}{8}$″
O.D.	.762″	.542″
1—Steel, 1—Brass, Price per pair ..	21/-	17/9

Helix Angle 45° RT. or LT. HD. Shaft Angle 90°

SHAFT COLLARS



Bore	O.D.	Width	Material	Price
.125″	.375″	.187″	Brass	1/9
.156″	.500″	.250″	,,	1/9
.187″	.500″	.250″	,,	1/9
.250″	.625″	.312″	,,	2/-
.312″	.750″	.312″	Steel	2/-
.375″	.750″	.312″	,,	2/-

Provided with grubscrew.

See table on page 113 for fraction of inch

MODELS BY BASSETT-LOWKE

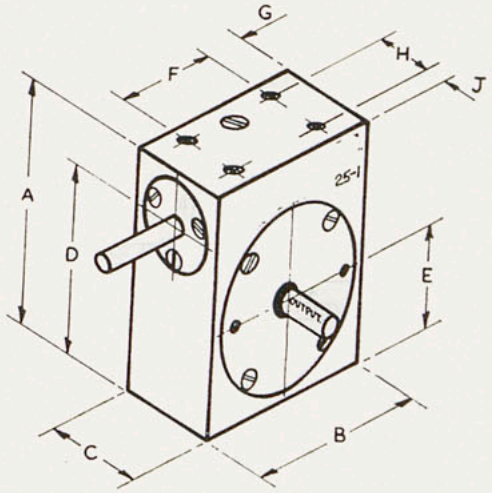
PRECISION GROUND SHAFTING

	MILD STEEL				STAINLESS STEEL			
	LENGTH				LENGTH			
Diam.	3″	6″	9″	12″	3″	6″	9″	12″
.1250″	1/3	1/4	1/5	1/6	1/5	1/8	1/10	2/-
.1562″	1/3	1/4	1/5	1/6	1/5	1/8	1/10	2/-
.1875″	1/3	1/4	1/5	1/6	1/5	1/8	1/10	2/-
.2500″	1/3	1/4	1/5	1/6	1/6	1/9	2/-	2/6
.3125″	1/4	1/5	1/7	1/9	1/9	2/3	2/9	3/-
.3750″	1/4	1/6	1/9	2/-	1/9	2/3	3/-	3/6
.5000″	1/6	1/9	2/-	2/3	2/3	3/-	3/9	4/9

Precision ground to ±.00025″

GEAR BLANKS: Machined from material (bar, stampings or castings) to British Standard Specifications. Stainless Steel E.N.57, Steel E.N. 1A, Brass B.S. 249, Cast Iron B.S.1452, Dural H.E. 14T.

GEARCUTTING TO: Spur Gears B.S.436. Class 'A'. Worms and Wormwheels B.S.721 Class 'C'. Bevel Gears B.S.545 Class 'C'. Bore tolerance to: B.S.1916—P.T.I—H8 FIT. For Flexible Couplings see Page 76.



SINGLE WORM REDUCTION GEARBOXES

MOUNTING HOLE SIZES	
Gearbox	Hole Sizes
No. 1	6B.A. × 3/16″ Deep
No. 2	4B.A. × 3/16″ Deep
No. 3	2B.A. × 1/4″ Deep

Mounting holes on top and bottom faces only.

Standard helix angle of worms right hand No. 2 100-1 and No. 3 15-1 also available with left hand helix angle.

Gearbox	A	B	C	D	E	Positions of Mounting Holes F	G	H	J	Input Shaft Dia.	Input Shaft Length	Output Shaft Dia.	Output Shaft Length	Ratios Available
No. 1	1 17/32″	1 1/4″	3/4″	1 5/32″	5/8″	3/4″	1/4″	7/16″	5/32″	.125″	.750″	.1875″	.750″	12½, 16⅔, 25 and 50-1
No. 2	2 1/16″	1 3/4″	1″	1 5/8″	7/8″	1″	3/8″	5/8″	3/16″	.1875″	.875″	.250″	.562″	7½, 10, 15, 25, 30, 50 & 100-1
No. 3	3 1/16″	2½″	1 3/8″	2 3/8″	1¼″	1¾″	3/8″	1″	3/16″	.3125″	1″	.375″	1″	7½, 15, 25, 30 and 50-1

PRICES		EXTRA		
Gearbox	Gearbox as Illustrated	Anti-Backlash Worm Wheel	Double Ended Shafts Input	Output
No. 1	£5. 13. 0.	£1. 14. 6.	£1. 1. 6.	5/-
No. 2	£5. 7. 6.	£1. 14. 6.	£1. 1. 6.	5/-
No. 3	£9. 3. 3.	£1. 14. 6.	£1. 12. 3.	£1. 4. 9.

Gearboxes machined from dural bar and black anodised. Input shafts mounted on ballraces. Output shaft provided with self-oiling bearings. Boxes lubricated with Mobilgrease A.A. No. 2.

Double Reduction Gearboxes also available in 3 sizes with ratios up to 2500 to 1. Prices from £11. 5. 0.

Details on receipt of requirements.

See table on page 123 for fractions of inch

SCREWS AND SCREWING TACKLE

TABLE OF SCREW THREADS USED ON BASSETT-LOWKE BOILER FITTINGS AND LIST OF TAPS, DIES AND DRILLS FOR USE WITH SAME

Model Engineer Thread Size	Threads per inch	Tap (Taper or Plug) Price	Tapping Drill Size No.	Tapping Drill Price	Clearing Drill Size No.	Clearing Drill Price	Die Price
1/8"	40	3/–	40	1/3	9/64"	3/–	4/–
5/32"	40	3/–	30	1/6	11/64"	3/6	5/–
3/16"	40	3/–	20	1/9	13/64"	4/–	5/–
1/4"	32	4/–	2	2/–	17/64"	5/–	7/6
5/16"	26	4/3	17/64"	5/–	21/64"	6/8	8/–
3/8"	26	4/–	21/64"	6/8	25/64"	6/8	9/–
7/16"	26	5/–	25/64"	4/6	13/32"	6/8	14/4
1/2"	26	5/6	29/64"	11/–	17/32"	10/–	20/–

BEST QUALITY B.A. TAPS AND DIES with table of threads

B.A. Thread No.	Diam.	Threads per inch	Tap (Taper or Plug) Price	Tapping Drill Size No.	Tapping Drill Price	Clearing Drill Size No.	Clearing Drill Price	Die Price
2 B.A.	.1850"	31.4	2/–	23	1/3	10	2/6	4/–
4 B.A.	.1417"	38.5	2/–	32	1/6	25	1/6	4/-
6 B.A.	.1102"	47.9	2/3	43	1/2	32	1/6	4/–
7 B.A.	.0984"	52.9	2/6	46	1/3	39	1/6	4/–
8 B.A.	.0866"	59.1	2/6	50	1/2	42	1/3	4/–
10 B.A.	.0669"	72.6	3/–	54	1/2	49	1/3	6/-
12 B.A.	.0512"	90.9	5/–	1.09 mm	1/4	1.4 mm	1/4	12/6

Die Holders to suit, Price 7/-

Standard B.A. Hexagon Head Steel Screws, with correct Model Engineer Standard Heads

SIZE	PRICE	SIZE	PRICE
12 B.A. × 1/4" long	2/8 per doz.	6 B.A. × 1/2" long	1/6 per doz.
10 B.A. × 5/16" long	1/- ,,	4 B.A. × 3/4" long	1/4 ,,
8 B.A. × 1/2" long	1/2 ,,	2 B.A. × 3/4" long	2/- ,,
7 B.A. × 3/4" long	2/3 ,,		

Standard B.A. Hexagon Nuts

SIZE	PRICE
12 B.A.	2/3 per doz.
10 B.A.	8d. ,,
8 B.A.	9d. ,,
7 B.A.	2/3 ,,
6 B.A.	10d. ,,
4 B.A.	10d. ,,
2 B.A.	1/– ,,

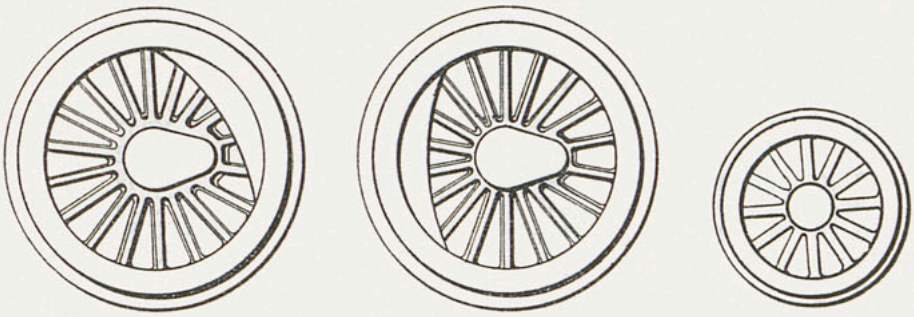
Standard Cheese Head or Countersunk Head Screws

SIZE	PRICE
12 B.A. × 1/4" long	2/8 per doz.
10 B.A. × 5/16" long	1/- ,,
8 B.A. × 5/16" long	1/- ,,
7 B.A. × 3/4" long	1/- ,,
6 B.A. × 3/8" long	1/- ,,
4 B.A. × 3/4" long	1/2 ,,
2 B.A. × 3/4" long	1/6 ,,

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

SCALE MODEL LOCOMOTIVE WHEELS



Of soft grey iron, they are of an even texture throughout, and are easily machined on the normal model makers' lathe. Modern technique employed in preparing the moulds for casting ensures a uniformity of proportion which is essential to the appearance of a model locomotive.

In preparing the designs, ample allowance was made in the thickness of treads so that variations in diameter of the finished wheels are possible within the maximum and minimum dimensions given.

Castings are available from stock.

GAUGE "O" (1¼"). 7 m.m. Scale

Prototype Diameter	Finished Diameter	No. of Spokes	Type‡	Pattern No.	Price
Ft. In. — Ft. In.	In.				
3 0 — 3 2	13/16 — 7/8	8	C	X243	7d.
3 0 — 3 2	13/16 — 7/8	10	C	X218	7d.
3 8	1	Disc*		X266	7d.
3 9 — 3 10	1 1/16	12	C	X219	7d.
3 10 — 4 0	1 1/16 — 1 1/8	8	B	X221	7d.
4 10 — 5 0	1 1/8 —	14	B	X222	11d.
5 3 — 5 5	1 7/16 — 1 1/2	14	B	X223	11d.
5 3 — 5 5	1 7/16 — 1 1/2	10	B	X256	11d.
5 5 — 5 8	1 1/2 — 1 9/16	16	B	X267	11d.
5 8 — 5 11	1 9/16 — 1 5/8	16	B	X220	11d.
6 3 — 6 4	1 3/4	16	B	X228	11d.
6 3 — 6 4	1 3/4	18	B	X216	11d.
6 8 — 6 9	1 7/8	18	B	X229	11d.

‡ C indicates Bogie
B ,, Outside Driver or Coupled
A ,, Inside Driver
* Mansell coach wheels, with riveted centre

MODELS BY BASSETT-LOWKE

GAUGE 2½". ½" Scale

Prototype Diameter	Finished Diameter	No. of Spokes	Type‡	Pattern No.	Price
Ft. In. — Ft. In.	In.				
2 8 — 2 9	1⅜	12	C	X246	11½d.
2 9 — 3 0	1⅜ — 1½	10	C	X238	11½d.
2 11 — 3 0	1 7/16 — 1½	Disc		X242	11½d.
3 3 — 3 4	1⅝ — 1 11/16	10	C	X230	11½d.
3 4	1 11/16	Disc*		X255	11½d.
3 8 — 3 9	1⅞	12	C	X251	11½d.
3 8 — 3 9	1⅞	10	C	X252	11½d.
3 9 — 3 10	1⅞ — 1 15/16	10	B	X249	11½d.
3 9 — 3 10	1⅞ — 1 15/16	12	B	X253	11½d.
3 9 — 3 10	1⅞ — 1 15/16	12	A	X254	11½d.
3 10 — 4 1	1 15/16 — 2 1/16	12	C	X233	1/5½
4 0 — 4 1	2 — 2 1/16	10	C	X217	1/5½
4 2 — 4 3	2⅛ — 2 3/16	10	C	X265	1/5½
4 11 — 5 0	2 7/16 — 2½	14	B	X232	1/5½
4 11 — 5 0	2 7/16 — 2½	14	B	X231	1/5½
5 0 — 5 1	2½ — 2 9/16	14	B	X234	2/1
5 5 — 5 6	2 11/16 — 2 13/16	16	B	X214	2/1
5 8 — 5 10	2 13/16 — 2 15/16	18	B	X257	2/1
6 2 — 6 3	3 1/16 — 3⅛	18	B	X248	2/9
6 2 — 6 3	3 1/16 — 3⅛	18	B	X247	2/9
6 6 — 6 9	3¼ — 3⅜	17	B	X207	3/–
7 1 — 7 3	3 9/16 — 3 11/16	20	B	X224	3/7
7 1 — 7 3	3 9/16 — 3 11/16	20	B	X225	3/7

GAUGE 3½". ¾" Scale

Prototype Diameter	Finished Diameter	No. of Spokes	Type‡	Pattern No.	Price Each
Ft. In. — Ft. In.	In.				
2 10 — 2 11	2⅛ — 2 3/16	10	C	X262	1/6½
3 1 — 3 2	2 5/16 — 2 7/16	10	C	X215	1/6½
3 1 — 3 3	2 5/16 — 2⅜	Disc*		X263	1/6½
3 3 — 3 5	2 7/16 — 2 9/16	10	C	X209	1/10
3 5 — 3 6	2 9/16 — 2 11/16	12	C	X237	1/10
3 8 — 3 9	2¾ — 2 13/16	10	C	X210	1/10
3 8 — 3 10	2¾ — 2⅞	12	C	X201	2/1
3 11 — 4 0	2 15/16 — 3	12	B	X244	2/1
3 11 — 4 1	2 15/16 — 3 1/16	12	C	X208	2/1
4 3 — 4 4	3 3/16 — 3¼	12	C	X213	2/5
4 7 — 4 9	3 7/16 — 3 9/16	14	B	X226	3/7
5 7 — 5 8	4 3/16 — 4¼	16	B	X264	4/2½
6 2 — 6 4	4⅝ — 4¾	22	B	X204	4/9½
6 4 — 6 8	4¾ — 5	20	B	X211	4/9½
6 4 — 6 8	4¾ — 5	20	B	X212	4/9½
6 7 — 6 10	4 15/16 — 5⅛	21	B	X203	4/9½
6 7 — 6 10	4 15/16 — 5⅛	21	B	X202	4/9½

‡ C indicates Bogie
B ,, Outside Driver or Coupled
A ,, Inside Driver
* Mansell Coach Wheels, with riveted centre

BASSETT-LOWKE LTD

MATERIALS for MODEL ENGINEERING

HALF HARD PLANISHED BRASS AND COPPER SHEET

	SIZE	PRICE		SIZE	PRICE
24 Gauge Sheet Copper	12″ × 12″	.. 11/–	26 Gauge Sheet Brass	12″ × 12″	.. 12/–
24 ,, ,, ,,	12″ × 6″	.. 5/6	26 ,, ,, ,,	12″ × 6″	.. 6/6
21 ,, ,, ,,	12″ × 12″	.. 16/6	24 ,, ,, ,,	12″ × 12″	.. 14/–
21 ,, ,, ,,	12″ × 6″	.. 8/6	24 ,, ,, ,,	12″ × 6″	.. 7/6
18 ,, ,, ,,	12″ × 12″	.. 25/–	21 ,, ,, ,,	12″ × 12″	.. 15/6
18 ,, ,, ,,	12″ × 6″	.. 13/–	21 ,, ,, ,,	12″ × 6″	.. 8/–
			16 ,, ,, ,,	12″ × 12″	.. 26/–
			16 ,, ,, ,,	12″ × 6″	.. 14/–

BRIGHT DRAWN MILD STEEL

Suitable for Locomotive Slide Bars, Motion, etc.

Diameter	$\frac{1}{16}$″ × $\frac{1}{4}$″	$\frac{1}{8}$″ × $\frac{1}{4}$″	$\frac{1}{8}$″ × $\frac{5}{16}$″	$\frac{1}{8}$″ × $\frac{3}{8}$″	$\frac{1}{4}$″ × $\frac{5}{16}$″	$\frac{3}{16}$″ × $\frac{1}{2}$″
Price per foot	6d.	8d.	1/-	1/2	1/3	1/4

SQUARE SECTION BRIGHT DRAWN MILD STEEL

Diameter	$\frac{1}{8}$″	$\frac{3}{16}$″	$\frac{1}{4}$″	$\frac{5}{16}$″	$\frac{3}{8}$″
Price per ft.	6d.	8d.	1/-	1/2	1/6

BRIGHT DRAWN MILD STEEL SHEETS

for Locomotive and Tender Frames

	PRICE per piece		PRICE per piece
$2\frac{5}{8}$″ wide × $21\frac{1}{2}$″ × $\frac{1}{16}$″ thick	.. .. 5/–	2″ wide × $20\frac{1}{2}$″ × $\frac{1}{16}$″ thick	.. .. 1/3
$2\frac{5}{8}$″ wide × 23″ × $\frac{1}{16}$″ thick	.. .. 6/–	$3\frac{1}{4}$″ wide × 26″ × $\frac{1}{8}$″ thick	.. .. 5/–

FLAT BRASS STRIP

$\frac{1}{16}$″ × $\frac{1}{4}$″ **7d.** per foot $\frac{5}{16}$″ **8d.** $\frac{3}{8}$″ **10d.** $\frac{1}{2}$″ **1/-** $\frac{3}{4}$″ **1/6** 1″ **1/10** $\frac{1}{8}$″ × $\frac{3}{8}$″ **1/6** $\frac{1}{8}$″ × $\frac{1}{2}$″ **2/6**

NICKEL SILVER SHEET

The perfect material for small gauge locomotive body building.

	26 gauge	24 gauge	22 gauge
Per sheet 12″ × 12″	18/-	17/-	16/-
Per sheet 12″ × 6″	9/6	9/-	8/6

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

BEST QUALITY COPPER RIVETS

	Flat head		Snap head				
Diameter	3/32"	..	7/64"	Diameter	1/16"	1/16"	3/32"	3/32"	1/8"
Length	3/8"	..	3/8"	Length	3/16"	1/4"	1/4"	5/16"	5/16"
Price per gross ..	2/8	..	2/9	Price per gs.	1/9	2/–	2/–	2/6	3/9

SILVER SOLDER (STRIP) BEST QUALITY

Easy Flow low melting point in ½ oz. Coils — Price 4/6

Special Brazing Flux for above, per packet — Price 6d.

SILVER STEEL RODS IN 13 INCH LENGTHS

Specially drawn for Cranks, Shafts, Axles, etc.

Diameter	1/16"	3/32"	1/8"	5/32"	3/16"	7/32"	1/4"
Price per length	3d.	5d.	6d.	9d.	10d.	1/6	1/6

NICKEL SILVER STEEL RODS

Special Hard Quality for Pistons, Valve Rods, etc.

Diameter ..	3/32"	1/8"	5/32"	3/16"
Price per foot ..	8d.	11d.	1/5	1/8

ROUND BRASS RODS—EXTRUDED QUALITY

Diameter ..	3/32"	1/8"	5/32"	3/16"	7/32"	1/4"	5/16"	3/8"	7/16"	1/2"
Price per foot	3d.	4d.	7d.	10d.	1/4	1/8	2/–	2/6	4/–	4/9

HEXAGONAL BRASS ROD

Across flats	1/8"	3/16"	1/4"	5/16"	3/8"
Price per foot	6d.	1/3	2/–	2/6	3/3

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

SQUARE BRASS ROD

Diameter	1/8"	3/16"	1/4"	5/16"	3/8"	1/2"
Price per ft.	6d.	1/3	2/–	2/6	3/3	5/6

FLAT STRIP BRASS—DRAWN QUALITY

1/16" × 3/16" .. .. 8d. per foot

HALF ROUND BRASS BANDING, for Tender Rails, etc.

3/32" wide .. .. 3d. per foot run
1/8" wide .. .. 4d. per foot run

FLAT BRASS BANDING, for Locomotive Boilers, etc.

1/8" wide .. .. 3d. per foot run
3/16" wide .. .. 4d. per foot run

SOLID DRAWN BRASS ANGLE

3/16" × 3/16" × 1/32" .. .. 1/- per foot
1/4" × 1/4" × 1/32" .. .. 1/– ,,
5/16" × 5/16" × 1/16" .. .. 1/5 ,,
3/8" × 3/8" × 1/16" .. .. 2/3 ,,
1/2" × 1/2" × 1/16" .. .. 2/6 ,,

COPPER TUBING
for Locomotive Boilers, etc.

Supplied from Stock

Owing to Government restrictions on non-ferrous metals being partially removed, we are pleased to say that we are now in a position to supply to our customers the following material for model Boiler making, etc.

Outside Dia.	1/16" or 3/32"	1/8"	5/32"	3/16"	1/4"	5/16"	3/8"	7/16"	1/2"	3/4"	1"	1 1/4"
Gauge												
Price per foot	1/6	9d.	10d.	1/1	1/3	1/6	2/4	2/8	4/–	6/–	7/–	8/6

Outside Dia.	1 1/2"	1 5/8"	1 3/4"	2"	2 1/4"	2 1/2"	3"	3 1/4"	3 1/2"	4 1/4"	
Gauge	18	19	19	19	18	18	18	18	16	18	
Price per foot	10/–	10/6	12/6	13/6	16/–	20/–	24/–	27/–	30/–	35/–	

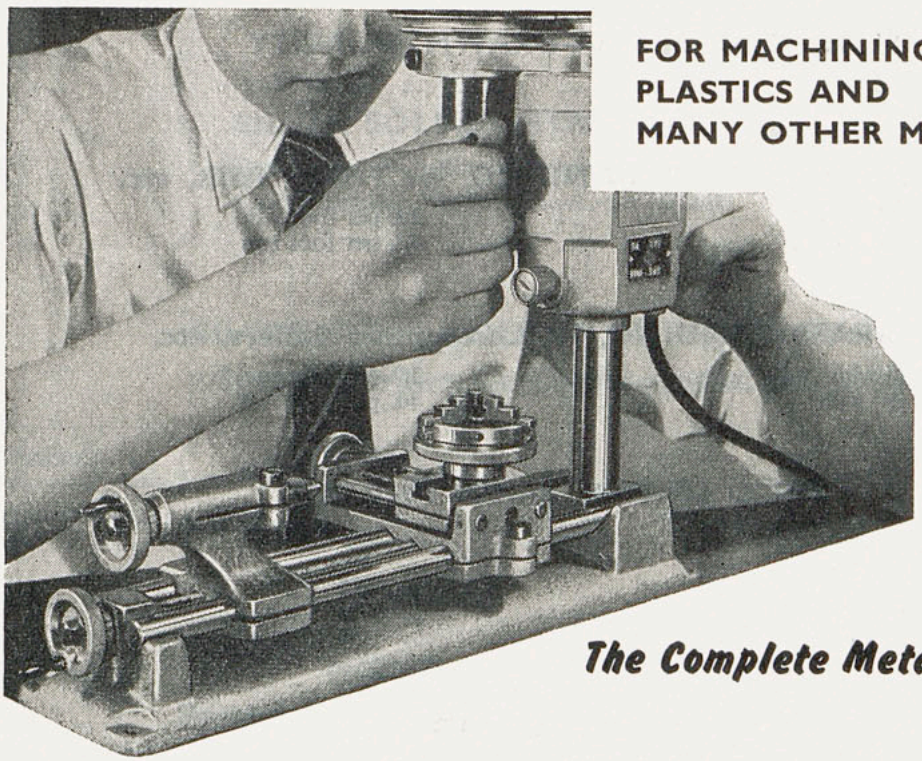
GUNMETAL BOILER END CASTINGS
for Horizontal or Loco Type Boilers

To fit Inside Tube Dia.	1 1/2"	1 3/4"	2"	2 1/4"	2 1/2"	2 3/4"	3"	3 1/4"	3 1/2"	3 3/4"	4"
Price each	1/6	2/1	2/9	3/4	3/7	3/11	5/2	6/-	6/10	8/–	9/7

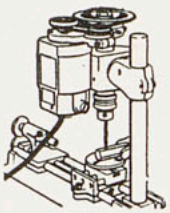
MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

Selecta UNIMAT



FOR MACHINING METALS, PLASTICS AND MANY OTHER MATERIALS



Drilling

The Complete Metal Workshop

No bigger than a typewriter, yet outperforms machines many times its size. This precision portable machine shop is universally acclaimed as the finest tool ever developed for machining small parts made of steel, brass or aluminium.

Because of its unique construction it can be simply converted from a lathe into a drill press, milling machine, tool grinder machine, grinding and polishing machine, jig-saw, circular saw, threading machine, dividing machine and portable press.

Complete with Tool Holder, Grindstone Holder, Lathe dog, Two centres, Column for setting up as drill, etc., $\frac{1}{4}$ in. drill chuck. Price **£28. 5. 0.**

SPECIFICATION OF STANDARD MACHINE

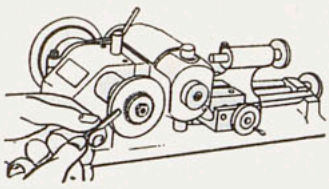
(Lathe, Bench drill, Milling machine, Grinding machine)

Length overall	$16\frac{1}{4}$ in.
Depth over Motor from front of Cross Slide Handle	$8\frac{1}{2}$ in.
Centre Height	$1\frac{3}{8}$ in.
Takes between centres	$6\frac{5}{8}$ in.
Max. Bar between centres over Cross Traverse slides	$1\frac{1}{2}$ in.
Hollow Spindle admits	$\frac{1}{4}$ in.
Motor (40 watt Universal AC/DC 230/250 volt or 110/120 volt)	
Intermediate Spindle	Runs on two ball races
Headstock Spindle	Ball bearing
Longitudinal movement of Tool Post max.	6 in.
Cross Traverse Movement	$1\frac{7}{8}$ in.
Tailstock Feed Movement	$\frac{3}{4}$ in.
Headstock. Swivels through 360° and has rack and pinion movement of	$\frac{13}{16}$ in.
Drill Chuck Capacity	$\frac{1}{4}$ in.
$\frac{15}{16}$ in. bar will pass through this chuck headstock spindle	
Slotted Face Plate with Adaptor for Cross Slide as Drilling Table	$1\frac{5}{16}$ in.Ø
Chuck to Drill Table, max.	$4\frac{3}{8}$ in.
Chuck to Column	$3\frac{1}{16}$ in.

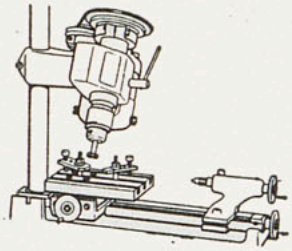
Special voltages supplied against request

MODELS BY BASSETT-LOWKE

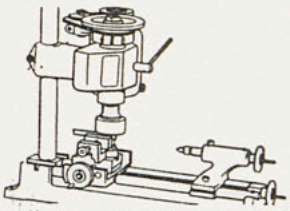
BASSETT-LOWKE LTD



Polishing and Grinding



Milling



Tool and Surface Grinding Machine

ACCESSORIES

SELF-CENTRING 3-JAW LATHE CHUCK. Cushmann system with 3 reversible jaws; capacity approx. 2⅛".
Complete with backplate — Price £4. 9. 0.
Screwed backplate only. — Price 7/- each

CLAMPING VICE. To hold pieces of every kind firmly in place for machining. Reach of the jaws is 1.35".
Price £2. 7. 6.

MILLING TABLE. Greatly facilitates all milling operations by firmly holding pieces of every shape in position.
Fitted out with two clamps of 1.35" high. Price £2. 8. 0.

HAND REST. Wedge. — Price 11/-

LIVE CENTRE. Facilitating all turning between centres and forestalls eating out of the fixed centres.
Single ballbearing. — Price 19/-
Double ballbearing. — Price £1. 7. 0.

DIVIDING AND INDEXING ATTACHMENT. Permits the accurate cutting and spacing of toothed wheels.
Division up to 24 teeth.
Complete with table and 3 clamps. — Price £4. 9. 0.

DRILL CHUCK. Jacobs type, with key. Holding tools up to ¼".
(Supplied standard equipment). — Price £1. 17. 6. each

COLLET HOLDER. For the utmost precision in drilling, grinding, milling, etc. The holder has to be turned to measure on the machine itself, thus guaranteeing absolute oscillation-free turning of the tools.
Holds tools up to $\frac{5}{16}$" diameter.
Double conical collets obtainable in all sizes up to $\frac{5}{16}$".
Complete with ¼" collet. — Price £4. 2. 6. each
Spare collets. — Price £1. 9. 6. each

DENTISTS SPINDLE. Indispensable for all polishing work of dentists.
Has likewise to be turned to measure on the machine itself, in order to obtain oscillation-free turning of the polishing wheels. — Price £1. 8. 6. each

FLEXIBLE SHAFT. Length about 40", to be mounted on the headstock-spindle. By means of the drill chuck or the collet holder all kinds of tools may be mounted on this shaft. — Price £3. 12. 6. each

STEADY REST. For supporting the pieces of work in order to eliminate bending of same. Especially useful with thin pieces of work. — Price £2. 3. 0. each

ATTACHMENTS

JIG SAW. Easily coupled to the headstock-spindle. Ideal for jigsawing all wood, plastic and metals.
Cutting speeds are variable through the reduction pulleys and can be set according to the requirements of the material to be cut. Complete with table, holder, bow, eccentric running in a ball race, and one dozen assorted jig saw blades. — Price £5. 14. 6.

CIRCULAR SAW. The holder for the saw blade has to be turned to fit on the machine itself, thus permitting oscillation free turning of the saw blades.
Wood and plastics are sawn with the standard saw blade while metals are sawn with a special metal blade.
Complete with table and wood/plastics saw blade. — Price £2. 10. 6.
Sawblade for wood and plastics (coarse teeth). — Price 9/6 each
Sawblade for metals (fine teeth). — Price 19/6 each

THREADING. This attachment operates through formers which may be ordered in many sizes.
Thus, by exchanging the former (16 PTI supplied) any other BSW, NC or NF threads may be cut.
Screws, bolts and threaded stock are easily made with this attachment, while internal threads may be cut with a specially formed tool bit.

For the cutting of threads in steel a special double reduction gear is obtainable, which reduces cutting speed to 125 r.p.m.
Complete with cutting arm, tool holder, one former and tool bit for cutting external threads. — Price £7. 1. 0.
Extra formers obtainable in many sizes. — Price £1. 0. 6. each
Formed tool bit for external threads.
Ditto for internal threads.
Special double reduction gear. — Price £2. 4. 0. each

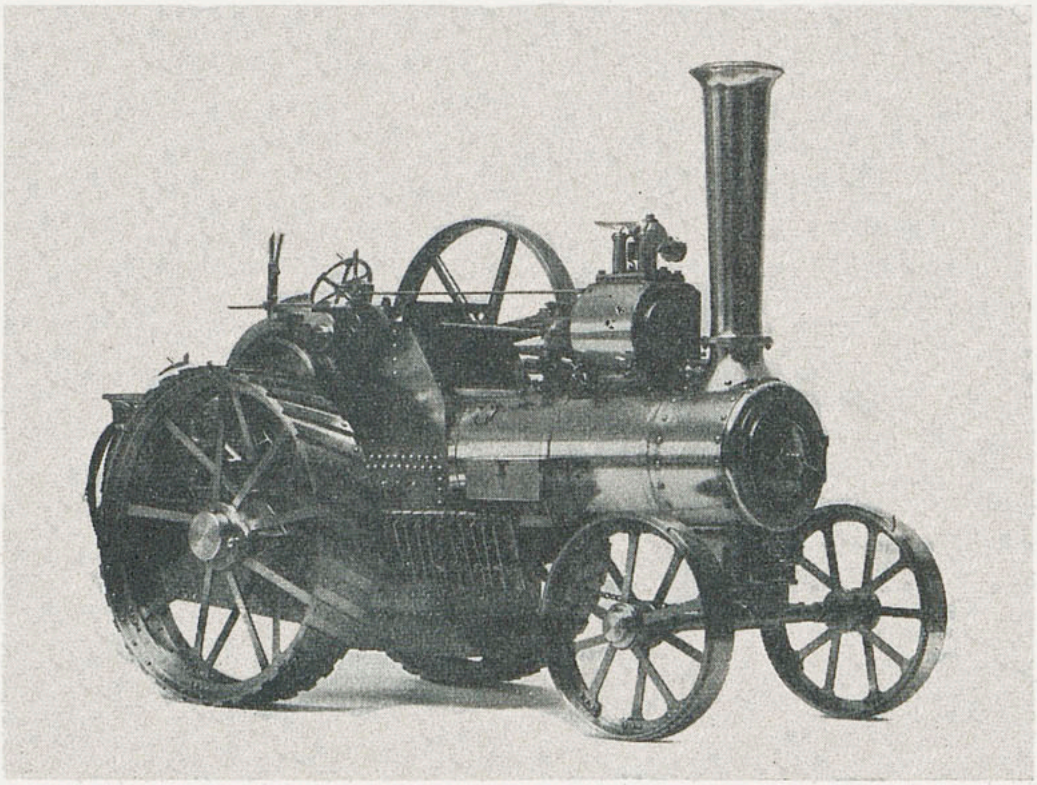
TOOLBOX. Sturdy cardboard box containing:
2 formed tool bits of HSS steel 5% Co.
4 twist drills of assorted sizes.
1 centre drill 1.5 mm.
1 countersink bit 90° 5" diam.
1 longhole cutter.
1 slotting cutter.
1 standard grinding wheel, 1 cup grinding wheel } high grade carborundum.
2 turning gravers for woodcutting. — Price £3. 13. 0.

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

BURRELL STEAM TRACTION ENGINE

SCALE—1½″ to 1 ft.



During recent years the general interest in model traction engines has so greatly increased that we have, in response to public demand, produced a larger scale design. This model, which is of the Burrell type, has been designed by an authority on traction engines, and the drawings have been accurately prepared.

We are now able to offer from stock, in addition to the set of drawings, the full range of castings as detailed on these pages.

All parts have been designed so that they may readily be machined on the average 3½″ or 4″ gap bed Model Makers Lathe.

All operations are within the scope of the average workshop facilities.

The performance and appearance of the finished model will satisfy the most critical enthusiast.

We shall be pleased to quote for supplying the Finished Model.

SPECIFICATION

LENGTH, 22″. WIDTH 9¾″. HEIGHT, 14⅝″ over chimney. Cylinder (Slide Valve), ⅞″ Bore, 1⅛″ Stroke. Road Wheels: Rear 8″ dia., Front, 4¾″ dia. Valve Motion—Stephenson's Link. Boiler, Copper, Coal-fired.

DRAWINGS

Sheet No. 1	..	General Arrangement and Elevations.
Sheet No. 2	..	Cylinder, Bunker, Chimney, Safety Valve and other mountings.
Sheet No. 3	..	Road Wheels, Axles, Differential details and motion parts.
Sheet No. 4	..	Flywheel, Pump, Reversing Gear and Quadrant.
Sheet No. 4A	..	Amended Boiler Design.

Set of 5 fully detailed sheets. Price **£1/10/0**

Each sheet is supplied separately Price **8/-**

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

CASTINGS

Pattern No.	Description	Material	No. off	Price Each
TB/2	Front Axle Centre	G.M.	1	3/–
TB/3	Master Pin	G.M.	1	3/6
TB/5	Driving Boss	C.I.	1	3/6
TB/6	Bevel Pinions (one casting)	G.M.	2	3/6
TB/7	Hind Road Wheel Rims	C.I.	2	21/–
TB/7A	Hind Road Wheel Hub	C.I. or G.M.	2	8/–
TB/8	Front Wheel Caps (one casting)	C.I.	2	3/6
TB/9	Front Wheel Rims	C.I.	2	9/–
TB/11 & 12	Diff Bevels	G.M.	2	3/6
TB/15	Brake Bracket	G.M.	1	3/6
TB/20	Fast Wheel	C.I.	1	8/–
TB/21	Slow Wheel	C.I.	1	10/6
TB/24	Wheel Guard	G.M.	1	5/6
TB/30	L.H. Bracket	G.M.	1	3/6
TB/31	R.H. Bracket	G.M.	1	3/6
TB/32	Way Shaft Bracket	G.M.	1	5/6
TB/34	Flywheel	C.I.	1	9/–
TB/35	Crankshaft	M.I.	1	12/6
TB/48	Eccentric Straps	G.M.	3	2/6
TB/51	Valve	G.M.	1	1/–
TB/52	Piston Rod Gland	G.M.	1	1/3
TB/55	Pump	G.M.	1	2/6
TB/56	Regulator Gear	G.M.	1	3/6
TB/60	Smoke Box	G.M.	1	£1/5/0
TB/62	Smoke Box Door	G.M.	1	6/6
TB/63	L.H. Crank Bearing Top	G.M.	1	3/6
TB/63A	L.H. Crank Bearing Bottom	G.M.	1	3/–
TB/64	R.H. Crank Bearing Top	G.M.	1	3/6
TB/64A	R.H. Crank Bearing Bottom	G.M.	1	3/–
TB/67	Safety Valve Chimneys	G.M.	1	3/6
TB/70	Chimney	G.M.	1	12/6
TB/72	Last Drive	C.I.	1	10/6
TB/73	Cylinder	C.I. or G.M.	1	17/6
TB/74	Check Valve	G.M.	1	2/6
TB/75	Lubricator	G.M.	1	3/6
TB/76	Back Cover	G.M.	1	2/6
TB/77	Front Cover	G.M.	1	1/6
TB/78	Valve Chest Cover	G.M.	1	2/6
TB/96	Firebox Ring	G.M.	1	3/6
TB/97	Firebox Foundation Ring	G.M.	1	7/–
	Complete set of Castings			£14/10/0

BOILER TUBES

1 Piece Copper Tube $10\frac{3}{8}$" long × 3" dia. for Boiler Barrel.
11 Pieces Copper Tube $6\frac{3}{8}$" long × $\frac{7}{16}$" dia. for Flue Tubes.

The Set Price **£1/14/0**

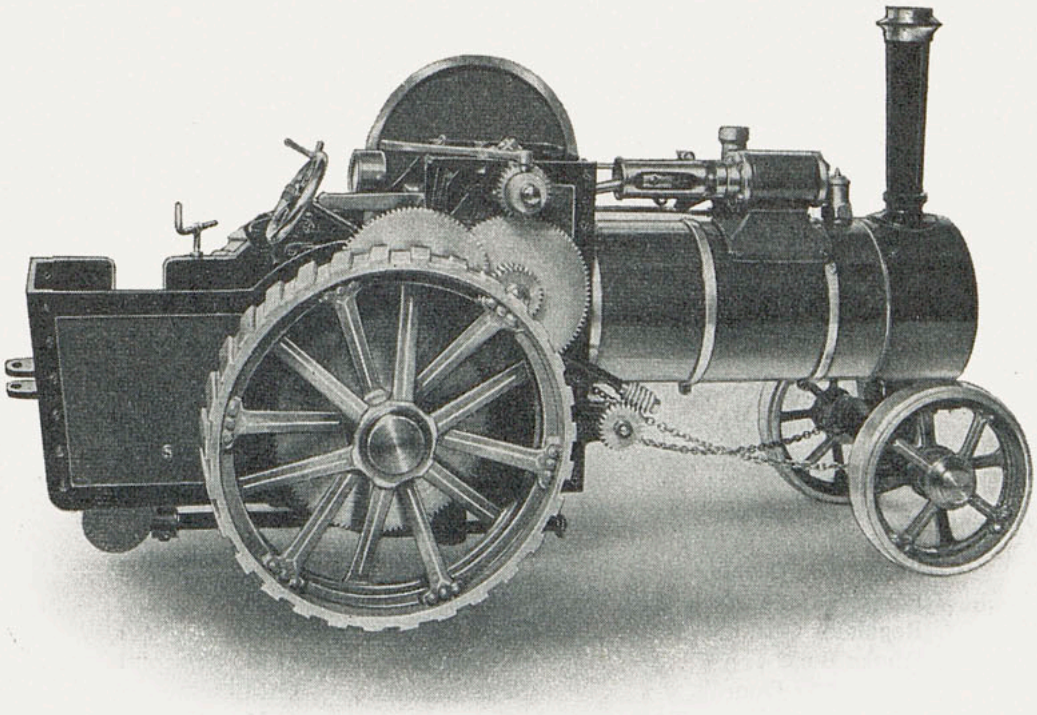
FINISHED GEARS

Complete set of finished machined spur and differential gears, also worm and wheel for steering gear. (The pinions are single splined only for simplicity but the builder can cut the full set of splines as on drawings if required.) The set, including the castings for larger gears, Price **£12/10/0**

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

¾ in. SCALE BURRELL TYPE TRACTION ENGINE



Models of Road Tractors have a great appeal for the amateur builder, but usually the work required in building is very involved, particularly in connection with the road wheels. This carefully prepared set of castings eliminates much tedious work. In connection with this model also, a booklet has been prepared which will be invaluable to the beginner.

SPECIFICATION

Length 14¼″, Width 6⅛″, Height over Chimney 8¼″
Cylinder—Bore ½″ × Stroke ¾″
Valve Motion—Modified Stephenson's.
Road Wheels—Rear 4⅞″ dia. Front 2⅞″ dia.
Boiler—Copper, Water Tube type, Spirit fired.

FINISHED MODEL complete with instructions and accessories for running. **Price £136/0/0**

DRAWINGS

Sheet No. 1	..	General Arrangement Plans and Elevations.
Sheet No. 2	..	Boiler and Main Horn Details.
Sheet No. 3	..	Smokebox, smokebox door and Lamp Bracket Details.
Sheet No. 4	..	Cylinder and Valve Motion Details.

Each Sheet price **4/9**. The Set of 4 Sheets price **14/6**

"HOW TO BUILD A TRACTION ENGINE"—An illustrated booklet, fully describing the building of this popular model can now be supplied. Price **1/6**

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

CASTINGS

Large Driving Wheel Rims with 12 Spokes*	(2)	Each Price £1/10/0
Front Wheel Rims with 8 Spokes	(2)	Each 7/9
Down-comer (2 pieces)		9/–
Boiler End		2/8
Smokebox		10/2
Door		1/10
Chimney		3/7
Cylinder Saddle		2/5
Throat Plate		3/–
Brake Drum		4/9
Bunker End		4/9
Bunker Front		3/7
Flywheel		11/5
Steering Wheel		1/2
Reversing Bracket		1/2
Gear Bracket		1/2
Front Axle Swivel		1/2
Gear Lever		7d.
Bearings (Main)	(2)	Each 2/5
Trunk and Guide		3/–
Set Cylinders with Valve Chest Covers		8/6
Eccentric		1/10

Complete set of Castings **£7/15/0**

*Additional spokes can be supplied separately at 1/6 each

COPPER BOILER MATERIALS

1 Piece 7″ long × 2″ dia. Boiler Barrel.
1 Piece 36″ long × $\frac{3}{16}$″ dia. Water Tube.
1 Piece 12″ long × $\frac{5}{32}$″ dia. Steam Tube.
1 Piece 10″ long × $\frac{1}{8}$″ dia. Blower Tube.

The Set (not including Downcomer or Boiler End Casting)	Price 12/6
Finished Brazed Inner Boiler with Water Tubes and Downcomer (without Fittings)	£3/11/11

LIST OF FINISHED FITTINGS

No. 1. Water Gauge (with cock)		Price £1/9/6
Blower Cock		17/9
Check Valve		11/9
Starting Valve		£1/7/6
Safety Valve No. 1		13/6
Lubricator Displacement Pattern		15/–
Elbow to suit		1/6
Eccentrics with Fork Connection	(2)	Each £1/6/6
Loose Collars	(2)	Each 2/3
Complete set of six driving Gears		£1/11/9
Steering Worm and Gear		10/–
Pressure Gauge $\frac{3}{4}$″ diameter		£1/15/0
Syphon to suit above		6/8
Cylinder, complete with Trunk and Guide		£5/14/0
Cross head		8/–
Connecting Rod and Head		£2/10/0
Turned Steel Crank		£3/10/0
Filling plug for Spirit Tank		2/9
Spirit Cock with loose Handle		17/6

Complete set, as above **£25/10/0**

BRASS PRESSINGS

Reversing Link (For Valve Motion)	Price 6/6
Reversing Bell Crank (For Valve Motion)	3/–

MAIN FRAMES OR HORNS

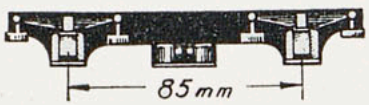
Brass Sheet for making the pair	Price £1/5/6

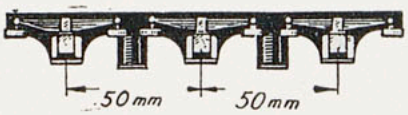
Where more than one piece is necessary for building the model the number required is shown in brackets.

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

No. 1 GAUGE CASTINGS

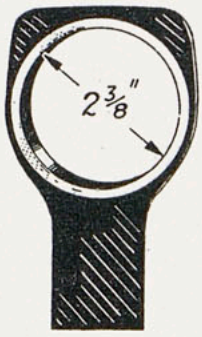




BOGIES		Price each
G140.G1.	S.R. Frames	2/-
G140.G2.	Frame stretcher	1/-
G140.G3.	Pin stretcher	1/-
G140.F1.	Standard	2/-
G140.F2.	Stretcher	1/-
G140.H1.	L.N.W.R. frames	2/-
G140.H2.	Stretcher	1/-
G140.H3.	Stretcher bogie	1/-
G160.A1.	Coach Bogie	2/6
G160.A2.	Stretcher	1/9
G160.A3.	Rubbing plate	1/6
G160.B1.	Coach Bogie	3/4
G160.B4.	Stretcher	2/6

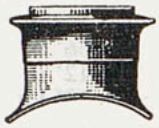
G140.I1. S.R. Tender Bogie Frames and Stretchers (not illustrated) For eight-wheeled bogie tender **12/-** complete set

G170.2
Boiler Backplate Belpaire type for meth-fired boilers. **5/6**



G170.1
Boiler Throat-plate Belpaire type. **4/6**

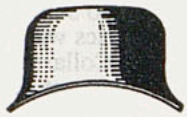
G170.5.
W.R. Chimney **2/3**



G145.I4.
S.R. Chimney **1/3**

G145.I3.
S.R. Dome **1/3**

G140.GN.
G.N.R. Dome **1/3**



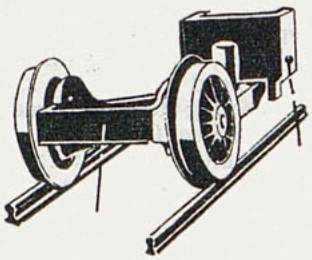
OTHER ITEMS NOT ILLUSTRATED

	each		each
G170.7. Safety valve cover	1/3	G145.11. Eccentric strap for pump	8d.
G140.14. Stretcher for tender bogie	6d.	G145.5. Smokebox door ring for 2½" dia. smokebox	3/4
G141.1. S.R. Motion bracket	9d.	G145.12. Boiler throat plate (meth. fired)	4/-
G141.F1. Slip eccentric	10d.	G170.3. W.R. Motion plate	6d.
G141.F2. Slip eccentric stop collars and pump eccentric	10d.		
G145.2. Pump body and stretchers	2/6		

WHEELS

G140.W1.	2½" dia. coupled	3/-
G140.W2.	2⅜" dia. coupled	2/6
G140.W3.	1 11/16" dia. coupled	2/4
G140.W4.	1⅜" Tender, bogie, or trailing	1/8
G140.W5.	1⅛" Bogie	1/8

Crescent balance weights



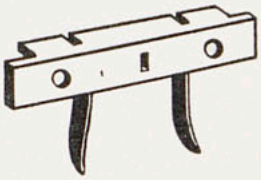
G140.B1 **2/6**
G140.B2 **1/8**
Pony truck for leading and trailing ends.

All castings on this page to order only

MODELS BY BASSETT-LOWKE

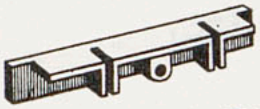
BASSETT-LOWKE LTD

No. 1 GAUGE CASTINGS



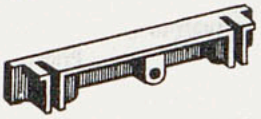
BUFFER BEAMS

G140.L. Loco. 1 5/16" between frames. With or without guard irons.

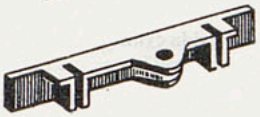


G140.N2. Loco. rear, 1 5/16" between frames.

G140.N1. Loco. rear, 1" between frames.

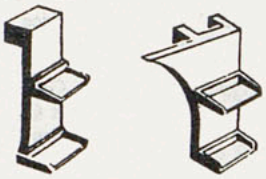


G140.M. Tender front or rear.

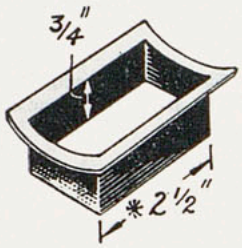


G140.N3. Pacific loco. rear, 2½" between frames.

Price each: **2/3**

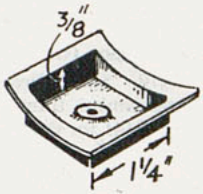


G170.A. **G170.B.**
Locomotive Steps **10d.** ea

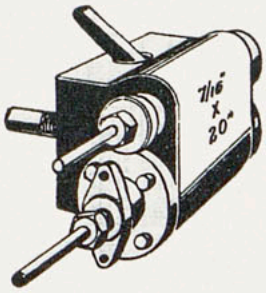


G907/1
Saddle 2½"* **4/-**

G140.E
Saddle 1½"* **3/4**
(not illustrated)

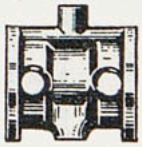


G140.D.
Saddle **1/9**

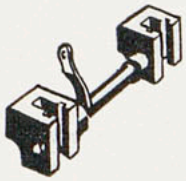


G142.1, 2, 3 and 4.
Slide Valve Cylinders.
Offset. Piston valve appearance. Cylinder body, valve chest, front cover plate, rear cover plate.

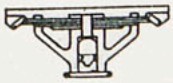
Set of 2 Cylinders **£1/7/0**



Outside Cylinders, inside Valve Chests **£1/2/6** per set



(Greenly gear)
G.141.M1
Weighshaft Slide
1/6 pair



AX.2
Wagon Coach Axleguard

AX.1
Wagon Axleguard

G170.4
Steam Pipe Connector
10d.

G906.2
Tender Horns
10d. pair

1/3 each including axleboxes
All castings on this page to order only

MODELS BY BASSETT-LOWKE

No. 1 GAUGE WORKING DRAWINGS

Class A3 Pacific. Eastern Region. Designed with coal fired boiler, wide firebox and Walschaerts' valve gear.
G.907/1 General arrangement and frame details. G907/2 Cylinders, pump, lubricator, bogie. G907/3 Boiler, boiler details, motion details. G907/4 Tender. Price: 7/- each

L.914. B.R. Standard Locomotive. 4-6-2. No. 70000 "Britannia".
General arrangement, frames, frame details, pony truck, trailing. Coupling rods Price 5/6

G.905. L.M.R. 4-6-0 "Royal Scots Fusilier" Converted "Royal Scot"
General arrangement, frames, motion details, set out for Walschaerts' Valve Gear Price 5/-

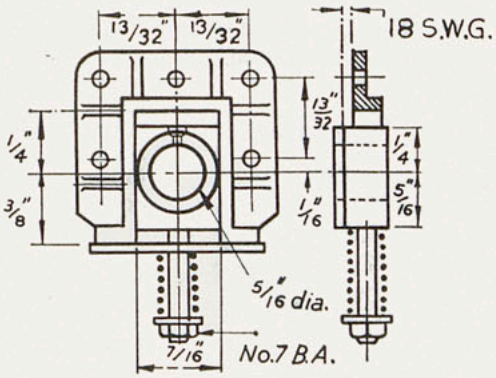
G.906. L.M.R. 4000 Gallon Standard Tender Price 3/-

Southern Region "Schools" Class 4-4-0 Spirit fired, Greenly valve gear.
G.145 General arrangement and details of frames, horns, front and rear buffer beams, bogie, etc. Price 5/-
G.145/1 General arrangement and details of Water Tube Boiler, smoke box door and ring, regulator, safety valve, chimney, dome, etc. Price 5/-
G.145.A General arrangement of Tender Price 1/9
G.145/2 Axle Driven Pump Price 1/6
G.143 Slide Valve Cylinders (Western Region (G.W.R.) Type) Price 3/6
G.142 **Slide Valve Cylinders** (two separate designs) $\frac{7}{16}$" dia. bore × 20 mm. stroke (Castings No. G.142/1 to 4) Price 3/6
G.160a **4-Wheel Coach Bogie** (Castings G.160a/1/2 and 3) Price 2/6
G.160b **6-Wheel Coach Bogie** (Castings G.160b/1/3 and 4) Price 2/6

Western Region (G.W.R.) Type Freight Loco. 2-8-0.
Capacious Water Tube Boiler, Spirit Fired. A locomotive with a high tractive effort. Two outside cylinders. Simply constructed slip eccentric gear, G.W.R. type rocker arm.
G.470. General arrangement, tender details, frame details, steam pipe assembly, plan of engine and tender showing feed pipe arrangements for axle driven pump and hand pump, motion assembly, etc. (see drawings G140 and G141 for additional details of frames, pony truck, saddle, slip eccentric collars, etc.). G.145/2 for axle driven pump Price 7/-

Western Region (G.W.R.) Type 2-6-4 Tank
G.170. Spirit Fired Model, Water Tube Boiler. Simple slip eccentric gear. G.W.R. type rocker arm. General arrangement, frames plan, and assembly of steam pipe arrangement and exhaust connections. (See drawings G140 and G141 for details as listed above.) Price 5/6

G.140. Detail Drawings showing Standard Parts for the Construction of a wide variety of Locomotives.
Standard Bogie 2¾" whl. crs. Southern Bogie, 3" whl. crs. L.N.W.R. Type Bogie, 2½" whl. crs. 4 whl. Tender Bogie, 2¾" crs. Pony Truck. Smokebox Saddles. Loco. and Tender Buffer Planks. Loco. Horns and Axleboxes. Internally sprung Axlebox for Tenders or trailing wheels on locos. Buffers. Coupling hooks. Leading End frame details for Pacific or 4-6-0 and 2-6-0 or 2-8-0 locos. Price 5/-



G.141. Standard Details as above showing Greenly-Joy gear for 4-6-0 or Pacific (2½" dia. wheels, 6½" betn. centres of cylrs. and drivers), 2-6-0 and 2-8-0 locos. (2$\frac{3}{32}$" dia. whls., 5$\frac{3}{32}$" between crs. cylrs. and drivers) and 4-4-0 locos. (2½" dia. whls., 4¾" between crs. cylrs. and drivers).
Also Valve gear details, Weigh shaft and slides, Stop collars and eccentrics (for slip eccentric gear and pump), Crossheads, Crankpins, Loco. and Tender axles, Conn. and Coupling rods, Motion Bracket, and G.W.R. type rocking shafts. Price 5/-

CARRIAGES

C.981 L.M.R. 3rd Class Sleeper (Observation Ends). C.73 G.N.R. 12-Wheel Dining Car. C.80 L.N.W.R. Corridor Coach. C.81 L.N.W.R. Corridor Coach Brake End. C.82 G.W.R. Corridor Coach Brake End. C.84 N.E.R. Composite Bogie Coach. C.102 Pullman Coach 3rd class 6 wheel bogie Price 5/6 each

PERMANENT WAY

7' 6" dia. Circle, Angle of Crossing 1 in 3.5. PW.21 R.H. point. PW.22 L.H. point. PW.28 Two to Four Road Scissors Slip Points. Price 2/9 each

P.91. **Standard Loading Gauge Dimensions,** Rail, Loco., Wagon Coach, etc. Price 2/9

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

FULL SIZE LOCOMOTIVE DRAWINGS

By Henry Greenly

Enthusiasts who want to build their own models will find these blueprints invaluable. They are true to prototype and cover a wide range. New drawings are being added and special attention is drawn to the British "Austerity" in the 0 and 1 gauges. Postages extra on all drawings.

Gauge No. 0 (1¼") Scale 7 mm. to 1 foot

		Type	Price Each
L 15	L.N.W.R. Precursor	4 4 0	
L 16	" George V	4 4 0	
L 20	" Precursor Tank	4 4 2	
L 21	" Passenger Tank 2670	4 6 2	
L 26	" Webb 5' 6" Tank	2 4 2	
L126	" Lady of Lake single	2 2 2	
L 32	" Mixed Traffic Tank	0 6 2	
L226	" Mineral Tank	4 8 0	
L107	" "Prince of Wales"	4 6 0	
L129	" Jumbo Express	2 4 0	
L229	" Enlarged Claughton	4 6 0	
L 47	L.M.S. Midland Cm'p'd	4 4 0	
L194	" "Princess Royal" Class Pacific	4 6 2	
L604	" Princess Coronation (Streamlined)	4 6 2	3/6
L607	" Converted Royal Scot No. 6103	4 6 0	3/6
L211	" L.Y.R. No. 1670, 4 cylinder Express	4 6 0	
L212	" " Baltic Tank	4 6 4	
L213	" " No. 13002 Mixed Traffic	2 6 0	
L247	" 3 cylinder Royal Scot	4 6 0	
DE612	" Diesel Electric No. 10000, including frame plan		4/-
L609	L.M.S. 7P. "Duchess Class" Pacific (including frame details)	4 6 2	4/-
L241	M.R. Rebuilt No. 483	4 4 0	
L240	" Passenger Tank	2 6 4	
L248	" Passenger Tank No. 2000	0 6 4	
L117	" Johnson's No. 2607	4 4 0	
L166	" Johnson's Single No. 116	4 2 2	
L139	CAL.R. Dunalastair 139	4 4 0	
L 48	" Cardean Express	4 6 0	
L138	" Cathcart Tank	0 4 4	
L163	" Race Single No. 123	4 2 2	
L275	G.N.R. Flying Scotsman	4 6 2	
L277	" Atlantic No. 1419	4 4 2	
L269	" Passenger Tank No. 1727	0 6 2	
L276	L.N.E.R. (No. 33) Mixed Traffic	2 6 0	
L270	" Shire Class	4 4 0	
L141	" Sandringham, 3 cylinder	4 6 0	
L214	N.B.R. Aberdonian Atlantic	4 4 2	
L215	L.N.E.R. 3 cylinder Tank No. 2900	2 6 2	
L265	G.C.R. Goods No. 976	0 6 0	
L266	" Glen Almond	4 6 0	
L 11	" Sir Sam Fay	4 6 0	
L264	" Robinson's Atlantic	4 4 2	
L268	" Lord Faringdon	4 6 0	
L260	" Director Class	4 4 0	
L 35	" Passenger Tank L.N.E.R	4 6 2	
L207	L.B.S.C.R. Charles Macrae Tank	4 6 4	
L 18	" Rebuilt "Sirdar"	4 4 0	
L 8	" Class E2 Tank	0 6 0	
L209	" Express Tank No. 22	4 4 2	
L151	" Grosvenor Single	2 2 2	
L169	" Gladstone Express	0 4 2	
L152	" Terrier Tank	0 6 0	
L134	L.B.S.C.R. D. Tank	0 4 2	
L208	" Atlantic No. 421	4 4 2	
L 34	L.S.W.R. Drummond 4 cylinder No. 458	4 6 0	
L 37	" Drummond No. 463	4 4 0	
L230	" Urie's Goods Tank	4 6 2	
L231	" Urie's Shunting Tank	4 8 0	
L232	" Drummond Passenger Tank	0 4 4	
L234	" Adams Outside Cylinder	4 4 0	
L233	" S.R. King Arthur	4 6 0	
L 38	S.E.C.R. Wainwright's 516	4 4 0	
L239	" Wainwright's Tank	0 6 4	
L238	" Maunsell No. 759 Express	4 4 0	
L236	S.R. Lord Nelson	4 6 0	
L237	" Schools Class	4 4 0	
L 36	" Mixed Traffic	2 6 0	
L251	G.W.R. Castle Class No. 4073	4 6 0	
L252	" Mineral Tank No. 4200	2 8 0	
L154	" Mineral Tank No. 5600	0 6 2	
L253	" King Class No. 6000	4 6 0	
C197	G.W.R. Streamlined Diesel Railcar (A.E.C. Built)		
L244	L.T.S.R. Midland 2176 Tank	4 4 2	
L130	G.E.R.1500 (L.N.E. 8500)	4 6 0	
L235	" Super Claud No. 8813	4 4 0	
L128	G.E.R. Bogie Single No. 10	4 2 2	
L132	" Single No. 789	2 2 2	
L200	Peckett Saddle Tank Inside Cylinder	0 6 0	
L105	N.E.R. Class R1, No. 1238	4 4 0	
L255	" Atlantic No. 649	4 4 2	
L258	" 3 Cylinder Atlantic No. 2063	4 4 2	
L257	" Passenger Tank No. 2143	4 4 4	
L256	" Rebuilt	4 6 2	
E123	" Electric Express No. 13	4 6 4	
E120	" Shildon Goods Electric	0 4 4 0	
E124	Metropolitan Rebuilt Electric No. 17	0 4 4 0	
L205	Metropolitan Railway Tank	4 4 0	
L 88	North London Railway Passenger Tank	4 4 0	
L 87	G.N.R. Saddle Tank	0 6 0	
L170	" 7 ft. 7 in. Single	2 2 2	
L171	" 8 ft. Single	4 2 2	
L172	" Ivatt Single	4 2 2	
L245	L.T.S.R. Baltic Tank	4 6 4	
L600	British Austerity	2 8 0	3/6
L601	U.S.A. Austerity	2 8 0	3/6
L606	N/Eastern Region A/23 class Pacific "Edward Thompson" (including frame details)	4 6 2	3/6
L614	B.R. Britannia Loco.	4 6 2	3/6
L616	B.R. Heavy freight Locomotive class 9, 2-10-0 (1954)		3/6
DE611	"Brush" Diesel Electric	0 6 0	2/-
DE615	B.R. Diesel Electric Loco. No. 10201		4/0

Gauge No. 1 (1¾") Scale 10 mm. to 1 foot

		Type	Price Each
*L 29	L. & N.W.R. Claughton	4 6 0	
L 27	" George V.	4 4 0	3/6
*L 13	" Prince of Wales	4 6 0	
L 24	" Precursor Tank	4 4 2	
L 28	" "Jumbo" Express	2 4 0	3/6
L221	" Passenger Tank 2670	4 6 2	
L 3	G.C.R. Passenger Tank	4 6 2	
L 49	M.R. Express No. 999	4 4 0	4/-
*L 44	" Goods, No. 3835	0 6 0	
*L 41	" Express (rebuilt)	4 4 0	
*L 65	G.C.R. Sir Sam Fay	4 6 0	
*L 63	" Lord Faringdon	4 6 0	
*L 66	" Glen Almond	4 6 0	
*L 64	" Atlantic No. 192	4 4 2	
*L 67	" Six-coupled No. 196	4 6 0	

Tenders for Locomotives marked * are separate drawings

Price each 3/- except where otherwise shown

MODELS BY BASSETT-LOWKE

Gauge No. 1 (continued)

		Type	Price Each
*L 61	G.C.R. Fast Goods No. 416	4 6 0	
*L 60	,, Goods No. 412 ..	2 8 0	
*L 50	G.W.R. Saint Class ..	4 6 0	
*L 51	,, Caerphilly Castle ..	4 6 0	
L602	L.N.W.R. Trevithick's "Cornwall" No. 173 ..	2 2 2	3/6
L50a	G.W.R. 3500 gallon Tender ..	..	1/6
L50b	,, 4000 gallon Tender ..	..	1/6
L206	Metropolitan Railway Passenger Tank No. 100 ..	4 4 4	
L136	S. Rly. Lord Nelson ..	4 6 0	3/6
L147	L.M.S. Royal Scot	4 6 0	3/9
L149	L.M.S. Princess Royal ..	4 6 2	4/-
L 1	G.W.R. Passenger Tank ..	2 4 2	
L501	Working Drawings, ditto ..	1 Cylr.	4/-
L 12	G.W.R. Saddle Tank ..	0 6 0	
L 17	L.B.S.C. Chas MacRae (T) ..	4 6 4	3/6
L 80	,, No. 100 Tank ..	0 6 0	
L144	L.T.S.R. No. 2176 Tank ..	4 4 2	
L111	L.Y.R. 4-cylinder No. 1500 ..	4 6 0	3/6
*L131	G.E.R. Express No. 1500 ..	4 6 0	
L118	L.Y.R. Atlantic 1406 ..	4 4 2	3/6
L113	N.E.R. Atlantic Aberdonian	4 4 2	3/6
*L106	,, No. 1238	4 4 0	
*L104	,, No. 2212 Atlantic ..	4 4 2	
E121	,, Electric Goods Loco.	4 4 0	3/6
E122	,, Electric Express ..	4 6 4	3/6
L157	,, Class D Passenger Tank	4 4 4	
L 56	L.B. & S.C.R. Goods ..	0 6 0	3/6
L 30	L. & S.W.R. No. 415 ..	4 4 0	
L 79	G.N.R. Passenger Tank ..	0 6 2	
L 75	,, Atlantic No. 1419 ..	4 4 2	
907/1	,, Flying Scotsman ..	4 6 2	3/3
L135	American Pacific Locomotive	4 6 2	3/6
E153	Working Drawing L.Y.R. (Electric) Tank	2 4 2	3/6
L900	British Austerity	2 8 0	4/6
CR. 100	Steam Breakdown Crane ..		3/6
DE915	B.R. Diesel Electric Locomotive No. 10201		4/6

Price each 3/- except where otherwise shown

Gauge 2½" (half-inch Scale)

		Type	Price Each
*L 25	L. & N.W.R. Claughton ..	4 6 0	
L 23	,, Precursor Tank	4 4 2	
L109	,, Heavy Goods	0 8 0	3/-
L 6	L.B. & S.C.R. Abergavenny	4 6 2	
L 9	,, No. 22 Tank	4 4 2	2/-
L 7	,, Charles McRae	4 6 4	
*L 68	G.C.R. Lord Faringdon ..	4 6 0	
*L160	,, Director Class ..	4 4 0	
*L 54	,, Saint	4 6 0	
L448	G.W.R. King Class No. 6000	4 6 0	4/6
L161	,, Single No. 3031 ..	4 2 2	
L 78	G.N.R. Old 8 ft. single ..	4 2 0	
*L 76	,, No. 1000 Mixed Traffic	2 6 0	
L198	L.M.S.R. Princess Royal ..	4 6 2	
*L 45	Midland Goods No. 3835 ..	0 6 0	
*L 42	,, Express (rebuilt) ..	4 4 0	
L 46	Midland Single No. 2601 ..	4 2 2	
L 77	G.N.R. Atlantic No. 1419 ..	4 4 2	
*L 55	N.E.R. Atlantic No. 649 ..	4 4 2	
*L 58	,, Atlantic No. 717 ..	4 4 2	
*L155	,, Class R1, No. 1238	4 4 0	
*L 33	L. & S.W.R. Urie's Express	4 6 0	
L176	G.N.R. Pacific 1470 ..	4 6 2	6/6
L148	L.M.S. "Royal Scot" ..	4 6 0	4/9
L137	S.R. "Lord Nelson" ..	4 6 0	4/9
P 93	Loading Gauge and 2½" gauge Standard dimensions		

Tenders for Locomotives marked * are separate drawings

Price each 4/- except where otherwise shown

DRAWINGS OF HISTORIC LOCOMOTIVES

Scale 3½ mm. to the foot

Richard Trevithick's Locomotive "Pen-y-Darren", Tram Road, 1803.
W. Hedley's & Blackett's Wylam Colliery Locomotive "Puffing Billy", 1812.
On one sheet.
George Stephenson's "Rocket", 1829
Robert Stephenson's "Planet", 1830.
On one sheet.
Robert Stephenson's "Locomotion" No. 1, Stockton and Darlington Railway, 1825.
Robert Stephenson's six-wheeled Single "Patentee", 1834.
Robert Stephenson's 7 ft. Single "North Star", G.W.R., 1837.
Daniel Gooch's "Great Western", 1846.
Daniel Gooch's "Lord of the Isles", G.W.R., 1851.
Pearson's Broad-gauge 4-2-4 Bristol and Exeter Railway, 1853.
Stirling's "Eight-footer", Great Northern Railway, 1870.
Webb's 2-4-0 "Charles Dickens", L. & N.W. Railway, 1874.
Stroudle's 0-4-2 "Gladstone", London, Brighton and South Coast Railway, 1884.
Webb's 3-cylinder Compound "Teutonic", L. & N.W. Railway, 1889.
S. W. Johnson's 4-2-2 No. 1865 Locomotive, M.R., 1889.
McIntosh's "Dunalastair", 4-4-0 Caledonian Railway, 1897.
H. A. Ivatt's "Atlantic", 4-4-2 Type Locomotive, G.N.R., 1898.
William Worsdell's 4-6-0 Locomotive No. 2001, N.E.R., 1899.
G.W.R. Churchward's 4-cylinder 4-4-2 No. 40, 1906.
G.W.R. Churchward's 4-6-2 "Great Bear", 1908.
L.N.E.R. 4-6-2 "Flying Scotsman".
Collett's 4-6-0 "King George V" Locomotive, G.W.R., 1927.
Maunsell's 4-4-0 "Schools" Class, S.R., 1930.
Stanier's "Princess Elizabeth", L.M.S., 4-6-2, 1933.
Gresley's "Cock o' the North" Locomotive, L.N.E.R., 2-8-2, 1934.
Gresley's "Silver Link" Locomotive, L.N.E.R., 1935.
Stanier's "Streamlined" 4-6-2, 1937—"Coronation".
Chapelon's 4-8-0 Locomotive of the Paris-Orleans Railway.
The German State Railway's 476-4 Streamlined Locomotive.
The American 4-8-4 Locomotive No. 4410.

Per Sheet, Price 2/-

DRAWINGS OF PASSENGER CARRYING AND SCALE VEHICLES, 7¼", 9½" and 15" GAUGES

These were first drawn many years ago but may be found useful as a basis for making useful and serviceable vehicles.

7¼" Gauge. 4-wheel vehicle for 2 Passengers. 7/6
7¼" Gauge. Bogie vehicle for 2 Passengers. 7/6
7¼" Gauge. Scale Standard 4-wheel Open Van (not passenger carrying) 7/6
Details of fittings for same. 5/-
9½" Gauge. 4-wheel Coach Bogie (2 sheets) 10/-
9½" Gauge. Scale Standard 4-wheel Open Van (not passenger carrying). 7/6
9½" Gauge. Bar type High Capacity Goods type 4-wheel Bogie. 5/-
15" Gauge. 4-wheel Passenger Carrying Vehicle for 8 Passengers. 15/-

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

WORKING DRAWINGS FOR STEAM LOCOMOTIVES

GAUGE 1. For list of Gauge 1 Steam Locomotive drawings see page 132.

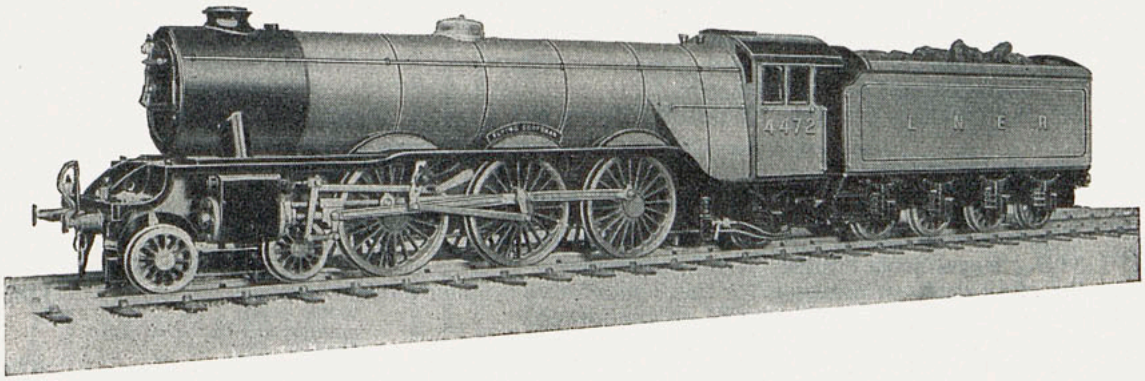
	PRICE
GAUGE 2½″ (½″ scale)	
"Flying Scotsman" L.N.E.R. 4-6-2	
Set of 7 sheets of drawings for spirit-fired model	30/-
Set of 9 „ „ „ „ coal-fired model	40/-
For details of castings for this model see pages 136 and 137.	
GAUGE 3½″ (¾″ scale)	
0-6-0 Tank Locomotive	
Set of 11 sheets of drawings for coal-fired model	70/-
For details of castings for this model see pages 138 and 139.	
"Flying Scotsman" L.N.E.R. 4-6-2	
Set of 6 sheets of drawings	42/-
S.R. "Lord Nelson" 4-6-0 Locomotive	
Set of 6 sheets of drawings for piston valve model	36/6
GAUGE 5″ (1″ scale)	
S.R. "King Arthur" 4-6-0 Locomotive	
Set of 8 sheets of drawings	42/-
Details of castings for this model on application.	
L.M.S. "Royal Scots Fusilier" 4-6-0 Locomotive	
Set of 19 sheets of drawings for this 3-slide valve cylinder model	128/-
Details of castings for this model on application.	
G.W.R. "Hall" Class 4-6-0 Locomotive	
Set of 10 sheets of drawings for this slide valve cylinder model	57/6
Details of castings for this model on application.	
"Halton" Tank 4-6-4 Locomotive	
Set of 7 sheets of drawings for this piston valve model	57/6
Details of castings for this model on application.	
French (P.L.M.) "Mountain" Class 4-8-2 Locomotive	
Set of 15 sheets of drawings for this slide valve model	90/-
Details of castings for this model on application.	
S.R. "Billinton" Tank 0-6-0	
Set of 4 sheets of drawings for this slide valve model	37/6
GAUGE 7¼″ (1½″ scale)	
L.M.S. "Royal Scot" 4-6-0 Locomotive	
Set of 16 sheets of drawings for this piston valve model	110/-
See pages 142 and 143 for complete range of castings for this model.	
L.N.E.R. Gresley Pacific 4-6-2 Locomotive	
Set of 20 sheets of drawings for this 3-cylinder model	120/-
Details of castings for this model on application.	
G.W.R. type "Mogul" 2-6-0 Locomotive (Modernised with outside Walschaert valve gear)	
Set of 10 sheets of drawings for this model	84/-
Details of castings for this model on application.	
S.R. "Schools" class 4-4-0 Locomotive	
Set of 8 sheets of drawings for this piston valve model	57/6
American "Hudson" 4-6-4 Locomotive	
Set of 22 sheets of drawings for this 4-piston valve cylinder model	126/-
American "Mountain" 4-8-4 12-wheel Tender Locomotive	
Set of 22 sheets of drawings for this model	126/-
Details of castings for either of these models on application.	
Vacuum Brake Ejector for simple brake system (1 sheet)	7/6
Assembly and Details of Variable Pressure Steam Brake Valve (1 sheet)	7/6
GAUGE 9½″ (2″ scale)	
L.N.E.R. "Atlantic" 4-4-2 Locomotive No. 1442	
Set of 13 sheets of drawings for this slide valve cylinder model	126/-
GAUGE 10¼″ (2¼″ scale)	
L.M.S. "Royal Scot" 4-6-0 Locomotive	
Set of 20 sheets of drawings for this 2-piston valve cylinder model	210/-
For details of castings for this model see pages 144 and 145.	

BASSETT-LOWKE LTD

L.N.E.R. "FLYING SCOTSMAN"

2½" GAUGE ½" SCALE

The "Flying Scotsman" Pacific has never been superseded by later designs of locomotives in its appeal both for appearance and interest in construction for the model locomotive builder. We are able to offer prompt deliveries of the range of castings and finished boiler fittings detailed below. This model is specially recommended for the beginner as the illustrated booklet describing the construction will give every assistance to the builder.



CASTINGS FOR ½" SCALE L.N.E.R. PACIFIC FLYING SCOTSMAN LOCOMOTIVE

				Price
Cast Iron	Driving and Coupled Wheels	(6) ..	each	4/4
„ „	Trailing and Tender Wheels ..	(10) ..	„	1/1
„ „	Bogie Wheels	(4) ..	„	1/-
Gun Metal	Buffer Beams Tender	(2) ..	„	3/6
„ „	Buffer Beam Engine	..	„	3/6
„ „	Axleboxes, trailing and tender	(10) ..	„	10d.
„ „	Hornblock	(20) ..	„	1/2
„ „	Springs (dummy)	(10) ..	„	1/3
„ „	Splashers	(6) ..	„	1/3
„ „	Boiler Ends, 2½"	(2) ..	„	3/10
„ „	Chimney	..	„	2/5
„ „	Dome	..	„	2/5
„ „	Smoke Box Saddle	..	„	4/2
„ „	Cylinder Castings (complete)	(2) ..	set, for 1 cylinder	15/-
German Silver	Coupling Rods (Front) ..	(2) ..	each	2/3
„ „	Ditto (Back)	(2) ..	„	2/3
„ „	Connecting Rods	(2) ..	„	3/-
„ „	Crossheads	(2) ..	„	1/10

Complete set of Castings only **£7/17/6**

Where more than one piece is necessary for building the model the number required is shown in brackets.

THE CONSTRUCTION OF A 2½" GAUGE ½" SCALE 4-6-2 L.N.E.R. "FLYING SCOTSMAN"

An illustrated booklet, fully describing the building of this popular locomotive, can now be supplied Price **1/6** post paid.

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

FINISHED FITTINGS AND MACHINED PARTS

		Price
Regulator No. 1468/2	.. ..	**£1/16/0**
Water Gauge No. 91/1	.. ..	**£1/9/6**
Union Cock No. 114/1	(3) ..	each **17/9**
Plain Unions $\frac{3}{16}$″ pipe No. 24/3	..	**7/-**
Blower Valve No. 1500/1	.. ..	**17/9**
Lever Pump (Tender) 1726/2	..	**£5/14/0**
Brass Filling Plug $\frac{1}{4}$″	.. ..	**2/9**
Brass Filling Plug. Push in	..	**11/-**
Spring Buffers ..	(4) ..	each **6/-**

		Price
Pressure Gauge $\frac{3}{4}$″ diameter	..	**£1/15/0**
Straight Nose Cock	.. ..	**9/-**
Plain Unions $\frac{1}{8}$″ pipe No. 24/1	(3)	each **4/3**
Check Valve	.. .. ..	**11/9**
Pop Safety Valve No. 144/1	..	**12/9**
Spirit Needle Valve	.. ..	**£1/2/6**
Hexagon Filling Plug, $\frac{3}{8}$″	.. ..	**7/-**
Axle Driven Pump	.. ..	**£3/0/0**
Hand Rail Knobs (38)	.. ..	**9d.**

Complete set of fittings as above **£24/10/0**

Finished wheels and axles can be supplied to order—Prices on application.

BOILER MATERIAL FOR WATER-TUBE BOILER

1 Piece $16\frac{1}{4}$″ × $2\frac{1}{2}$″ dia. × 18 G. Copper tube for Boiler Barrel.

5 Pieces 17″ × $\frac{1}{4}$″ dia. × 20 G. Copper tube for Water Tubes

1 Piece 60″ × $\frac{3}{16}$″ dia. Copper tube for Steam Tube

2 Gunmetal End Castings $2\frac{1}{2}$″ dia.

The Set Price **£2/7/6**

BOILER MATERIAL FOR FIRE-TUBE BOILER

$1\frac{1}{2}$ sq. ft. 16 gauge Copper Sheet.
$12\frac{1}{8}$ ins. 3″ dia. Copper Tube.
7 ft. $\frac{1}{2}$″ dia. Copper Tube.
$3\frac{1}{4}$ ins. $3\frac{1}{4}$″ dia. Copper Tube.
$2\frac{1}{2}$ ft. $\frac{3}{16}$″ Copper Tube.
$2\frac{1}{2}$ ft. $\frac{5}{32}$″ Brass rod for stays.
$1\frac{1}{2}$ ft. $\frac{3}{8}$″ × $\frac{1}{8}$″ Brass for foundation ring.

The Set Price **£5/0/0**

MAINFRAMES

We are now able to offer mild steel sheet for main locomotive frames and tender frames for this model:—

2″ × 41″ × $\frac{1}{16}$″ For Tender Frames .. .. Price **4/6**
$2\frac{5}{8}$″ × $45\frac{1}{2}$″ × $\frac{1}{8}$″ For Locomotive Frames .. .. Price **6/-**

One each of the above provides sufficient material for one model

DRAWINGS

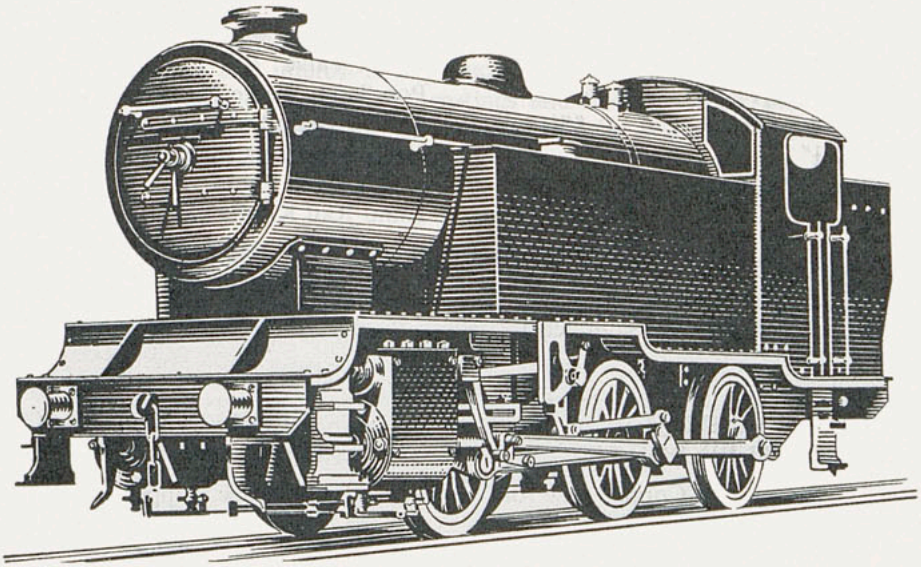
Sheet 1. Locomotive Outline .. .. Price **4/6**
Sheet 2. Tender Outline, Tender Section and Boiler Section .. .. Price **5/6**
Sheet 3. Section through Smoke Box and Cylinders, section through dome and driving axle boxes, section through firebox and trailing axle box, and back elevation of cab and fittings. Price **5/6**
Sheet 4. Plan and elevation of Locomotive Mainframes, fully dimensioned .. .. Price **4/-**
Sheet 5. Complete Cylinder details .. .. Price **5/-**
Sheet 6. Sundry Details, including Rod and Valve Gear Details, Lamp and Fittings for steam Axle Feed Pump, Cylinder Lubricator and other Sundries .. .. .. Price **5/-**
Sheet 7. Section through Locomotive Mainframes and Wheels .. .. .. Price **1/6**
Complete Set (Post free) .. .. Price **£1/10/0**
Sheets 8 and 9. Design for Solid Fuel Boiler and revised Tender Drawing to suit different methods of boiler firing .. .. The two Price **10/-**

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

0-6-0 TANK LOCOMOTIVE

3½″ GAUGE, ¾″ SCALE



A Compact and Powerful Model designed specially for Amateur Construction

Walschaert or Baker Valve Gear — Coal Fired Boiler

The robust design of this locomotive will appeal to all whose first requirement is to build a model that will haul really heavy loads. In initial tests during construction, the prototype hauled 4 adult passengers totalling 728 lbs. weight. With the regulator only slightly opened and the valve linked back to the first notch, a ten stone driver was pulled along from stop with ease.

Simplicity of construction is the keynote of the design—and all the parts can be machined on the average model makers' lathe of 3½″ or 4″ centres. For those without complete facilities for lathe work, we offer machined parts—wheels, cylinders, etc.

The set of drawings comprises eleven sheets of a most completely detailed nature. Cross reference from general arrangement to component drawings simplifies both making and assembly. All parts are separately detailed and completely dimensioned, thus ensuring accuracy and facilitating the work. **They have been prepared from the built-up prototype** by a skilled engineering draughtsman, thus guaranteeing ultimate success.

Specification

Dimensions—
- Length over buffers .. .. .. 28½″
- Height .. .. 10½″
- Width .. .. 7⅜″
- Weight .. .. .. 56 lbs. approx.

Boiler (Copper)—
- Working Pressure .. 100 lb. per sq. in.
- Length .. .. 15″
- Diameter .. .. 4¼″
- Number of Firetubes—14, ⅜″ and 2, ¾″ Flue Tubes

Grate Area .. .. .. 4¾″ × 1⅞″

Superheater .. .. Spearhead pattern

Regulator—Pattern .. .. Disc Type

Cylinders (Slide Valve, gun metal) Diameter 1⅛″, Stroke 1⅛″

Valve Gear .. Walschaert's or Baker

Main Frames .. .. ⅛″ Steel Plate

Lubrication .. Mechanical from motion

Feed Water—Axle driven pump and handle-pump in coal bunker

Water Supply—Carried in side tanks, and bunker

Wheels (Cast Iron) .. Diameter 3½″

Hauling Capacity—
Approx. 15 passengers on ball-bearing cars

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

DRAWINGS

CTD/34/G.A. Loco	General Arrangement	CTD/34/4	Details of Boiler fittings and pipes
CTD/34/Assembly 1	Assembly of Chassis	CTD/34/5	Details of Firebox, Cab and Cylinder Drain Cock Gear
CTD/34/Assembly 2	Assembly of Boiler and details	CTD/34/6	Details of Main Frames
CTD/34/1	Details of Walschaert's Valve Gear	CTD/34/7	Details of Mechanical Lubricator
CTD/34/2	Details of Cylinders	CTD/34/8	Assembly and Details of Baker Valve Gear
CTD/34/3	Details of Chassis (Sundries)		

Price for complete set of drawings—**£3/10/0.** Price each **6/6.**

CASTINGS

		Price
CT/1	Driving Wheel Castings in Cast Iron .. (6)	5/5
Gunmetal—		
CT/2	Complete set of cylinder castings consisting of:—2 Cylinders, 2 Front Covers, 2 Rear Covers, 2 Steam Chests ..	£4/14/9
CT/3	Pump	10/9
CT/4	Block for Axle Boxes (Set of 6)	£1/0/5
CT/5	Pump Eccentric Strap ..	5/–
CT/6	Chimney	5/6

			Price
	Bright Drawn Mild Steel Plates for Main Frames		15/–
CT/ 7	Dome		5/6
CT/ 8	Buffer Beams (2)..	Each	9/–
CT/ 9	Horns .. (6)..	Each	5/6
CT/10	Front Steps (2)..	Each	4/9
CT/11	Rear Steps (2)..	Each	3/6
CT/12	Smoke Box Door Pattern		11/5
CT/13	Smoke Box Door Ring		12/7
CT/14	Smoke Box Saddle ..		16/2
CT/16	R.H. Link Bracket ..		6/–
CT/17	L.H. Link Bracket ..		6/–

Complete set of castings and frame steel—**£13/17/6**

BOILER MATERIAL

TUBE

1 piece $4\frac{1}{4}$″ dia. × $10\frac{1}{2}$″ long × 16 S.W.G. for Barrel
2 tubes $\frac{3}{4}$″ dia. × $10\frac{3}{8}$″ long × 20 S.W.G. for S/H Flues
14 tubes $\frac{3}{8}$″ dia. × $10\frac{3}{8}$″ long × 22 S.W.G. for Flues
1 piece $1\frac{1}{2}$″ dia. × $\frac{5}{8}$″ long × 10 S.W.G. for Briggs Ring
1 piece $\frac{3}{16}$″ dia. × 15″ long × 20 S.W.G. for Blower Tube
1 piece $\frac{3}{8}$″ dia. × 12″ long × 22 S.W.G. for Regulator and Exhaust
1 piece $\frac{3}{4}$″ dia. × 3″ long × 20 S.W.G. for Regulator Tube
1 piece $\frac{5}{16}$″ dia. × 9″ long for Steam Connections
5′ 6″ of $\frac{1}{4}$″ tube for Regulator, Pump Suction and Super-heaters
3′ of $\frac{3}{16}$″ tube for Pump and other water pipes
1′ of $\frac{1}{8}$″ tube for Blower and Blow Down Connections

The Set Price **£4/5/0**

BOILER FITTINGS & MACHINED PARTS

	Price
$\frac{1}{4}$″ diameter Pressure Gauge ..	£1/15/0
No. 9/1 New Pattern Water Gauge	18/8
No. 379/2 Wheel Valves (2) ..	Each £1/7/0
No. 1114/2 Check Valves (2) ..	Each £2/2/0
No. 144/2 Pop Valves (2)	Each 13/9

	Price
$\frac{1}{4}$″ Scale Buffers (Special square base and oval heads) (4) ..	Each £1/4/0
Coupling Hooks and Chains (Special) (2)	To Order
Cylinder Drain Cocks (Special) (4)	To Order
Lever pump No. 1726/3 $\frac{1}{2}$″ plunger	£11/15/0

Complete Set of 6 finished Driving Wheels drilled for Crank Pins .. .. Price **£6/11/11**
Finished Driving Axles Set of 3 .. .. Price **12/11**
Set of 2 finished Cylinders complete with Crossheads & Slidebars .. .. Price **£29/11/2**

A Completely illustrated booklet with reproductions of drawings and photographs of the model during assembly, notes on construction, schedule of materials, notes on soldering, Screwing, etc. Price **2/6** Post Paid

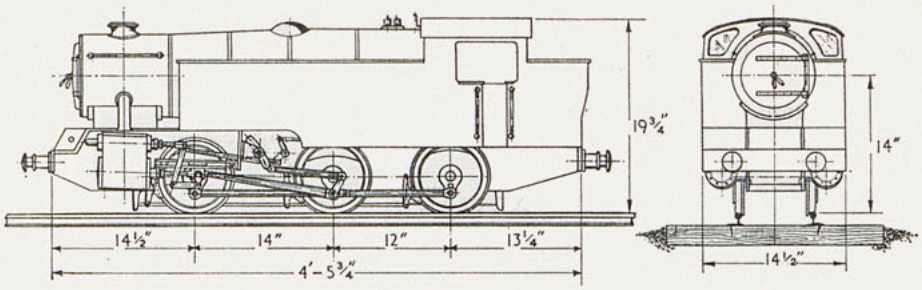
Where more than one piece is necessary for building the model the number required is shown in brackets.

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

7¼" GAUGE 0-6-0 TANK LOCOMOTIVE

Scale ⅛" Full Size



Bassett-Lowke have pioneered for 50 years the design and construction of "Garden" railway locomotives for heavy duty passenger hauling work.

Today the most practical size for use in a large garden or small estate is 7¼ gauge. The track can be laid at ground level and full size practice followed in miniature. Passenger carrying vehicles will comfortably and *safely* accommodate adult and child passengers.

The new model Tank Engine, specially designed by Mr. E. A. Steel, A.I.Mech.E., M.J.I.E., is introduced to provide a locomotive that can be built without unusually heavy equipment, the driving wheels being less than 8" diameter overall.

For the model railway enthusiast who is planning the construction of his first outdoor railway the 0-6-0 engine is a small but powerful machine to introduce on the opening day.

It will negotiate sharp radius curves and haul twenty or more passengers at 6 miles per hour.

It is a compact, straightforward-to-construct model, easy to handle and with a snappy performance suited for short end-to-end running, rapid acceleration being a particular feature.

It is far less involved to build than the larger tender models and being small, can be readily manhandled and easily housed.

Machining of certain items (such as wheels) can be done to order, and finished boilers will be made to order.

The sizes of the components have been kept down to reasonable limits so that the main items such as wheels, cylinders, etc., can be machined on a 4" centres gap bed lathe.

SPECIFICATION

Cylinders	Slide Valve. 2" bore × 3¼" stroke
Horse Power (Indicated)	18
Tractive Effort (at 85% of Boiler Pressure)	147 lbs.
Total Hauling Capacity	2 tons
Speed	6 m.p.h.
Driving Wheels	7¼" diameter
Wheelbase	26"
Length (excluding Buffers)	4' 5"
Length (overall)	4' 11"
Width	1' 2¼"
Height	1' 8"
Weight	4 cwt. approximately
Valve Motion	Walschaerts. Lever operated
Lubrication (cylinders)	Mechanical from main axle
Brakes	Steam Operated
Superheater	Flue tube, hairpin type
Boiler	Loco type, copper, of rivetted and brazed construction Diameter 8¼". Length 28⅜". Flue Tubes 22. Grate Area 7¼" × 4¼".
Working Pressure	100 lbs. per square inch.
Boiler Feed	Injector and axle driven pump

DRAWINGS

BL. 1 General Arrangement
BL. 2 Main Frames
BL. 3 Outside Cylinders and details
BL. 4 Wheels and Axles, Axleboxes, Guide Bar Brackets and Brake Cylinder
BL. 5 Valve Gear Arrangement
BL. 6 Valve Gear Details
BL. 7 Motion Details
BL. 8 Boiler and Axle Driven Pump arrangement
BL. 9 Smokebox and front end arrangement showing main steam and exhaust piping
BL.10 Brake Gear Assembly details
BL.11 Boiler details (Regulator and other components
BL.12 Cab arrangements
BL.13 Side Tanks and pipework
BL.14 Footplates and side tanks

Price, the set, £5. 10. 0. Per sheet, 8/-

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

CASTINGS

Pattern No.	Casting	Material	No. Required	Price
RS.43	Corner Bracket	C.I.	6	10/2
RS.11	Stretcher	C.I.	1	36/-
RS.12	Drag plate	C.I.	1	38/-
RS.25	Axlebox	Bronze	6	17/5
RS.26	Horn	G.M.	6	14/5
BL.3/1	Cylinder block	C.I.	2	
BL.3/2	Steam Chest	C.I.	2	
BL.3/3	Steam chest cover	C.I.	2	
BL.3/4	Front cylinder cover	C.I.	2	120/- per set for one cylinder
BL.3/5	Rear cylinder cover	C.I.	2	
BL.3/6	Cylinder gland	C.I.	2	
BL.3/7	Steam chest gland	C.I.	2	
BL.3/8	Slide valve	C.I.	2	
BL.3/9	Valve spindle tail piece	C.I.	2	
BL.4	Coupled and driving wheels	C.I.	6	27/6
RS.53	Pump eccentric	G.M.	1	24/9
RS.54	Eccentric strap	G.M.	1	10/9
RS.55	Pump barrel	G.M.	1	54/-
RS.56	Pump cover (1)	G.M.	1	3/7
RS.57	Pump cover (2)	G.M.	1	3/7
BL.5	Slide bar bracket (R.H. and L.H.)	G.M.	1 pair	33/7
BL.6	Expansion link bracket	G.M.	2 pairs	4/6
BL.7	Weighshaft bracket	G.M.	2	10/-
RS.15	Crosshead	C.I.	1 pair	8/-
BL.8	Valve spindle bracket	C.I.	2	14/6
BL.9	Valve spindle guide	G.M.	2	9/6
BL.10	Smokebox Saddle	C.I.	1	16/-
BL.11	Steam header	G.M.	1	11/-
BL.12	Steam Connector	G.M.	3	2/3
BL.13	Fire door frame	G.M.	1	13/6
BL.14	Fire Door	G.M.	1	7/9
BL.15	Bracket for Quadrant	G.M.	1	6/6
BL.16	Fire bars	C.I.	1	10/6
BL.17	Steam collector	G.M.	1	3/6
BL.18	Footplate bracket	G.M.	4	8/6
BL.19	Smokebox (door) ring	G.M.	1	60/-
RS.8	Dome	G.M.	1	15/-
RS.9	Inner dome cover	G.M.	1	22/6
RS.10	Boiler filling plug	G.M.	1	22/6
RS.16	Safety valve base	G.M.	1	19/-
RS.47	Regulator stuffing box	G.M.	1	21/-
RS.48	Regulator steam distributor	G.M.	1	10/9
RS.49	Regulator gland	G.M.	1	3/7
RS.50	Regulator handle	G.M.	1	3/-
RS.59	Regulator pad plate	G.M.	1	6/7
RS.7	Chimney	G.M.	1	12/6
RS.44	Chimney petticoat	G.M.	1	22/2
RS.45	Blast manifold	G.M.	1	19/9
RS.13	Buffer head	C.I.	4	5/-
RS.14	Buffer socket	C.I.	4	5/-
RS.6	Smokebox door	G.M.	1	44/-

COMPLETE SET OF CASTINGS AS ABOVE £70-0-0

Some castings available from stock. Average delivery 3-4 weeks.

MAIN FRAME MATERIAL

Flattened Mild Steel Plate, 54" long, 6" wide, $\frac{3}{16}$" thick — per pair £3. 12. 0. carriage extra.

BOILER FITTINGS

For the construction of this locomotive we can offer the complete set of Boiler fittings as detailed hereunder:—

		Price
*2 Safety Valves	per pair	£7/15/0
*4 Auto-Release Drain Cocks	per set of 4	£9/10/0
*1 Whistle		£16/0/0
2 No. 378/2 Wheel Valves	per pair	£2/14/0
1 No. 93/3 Water Gauge		£4/9/6
1 No. 2 Injector		£5/5/0
2 No. 174/3 Angle Needle Valves	per pair	£2/12/0
1 No. 115/5 Check Valves		18/6
*1 No. 348/5 Straight-through Cock with extended Key Handle		17/6
*1 Blow-off Cock with extended handle		17/6
1 2" diameter Pressure Gauge		£1/17/6

Items marked with an asterisk are made to order only. Other fittings are standard items which can usually be supplied from stock.

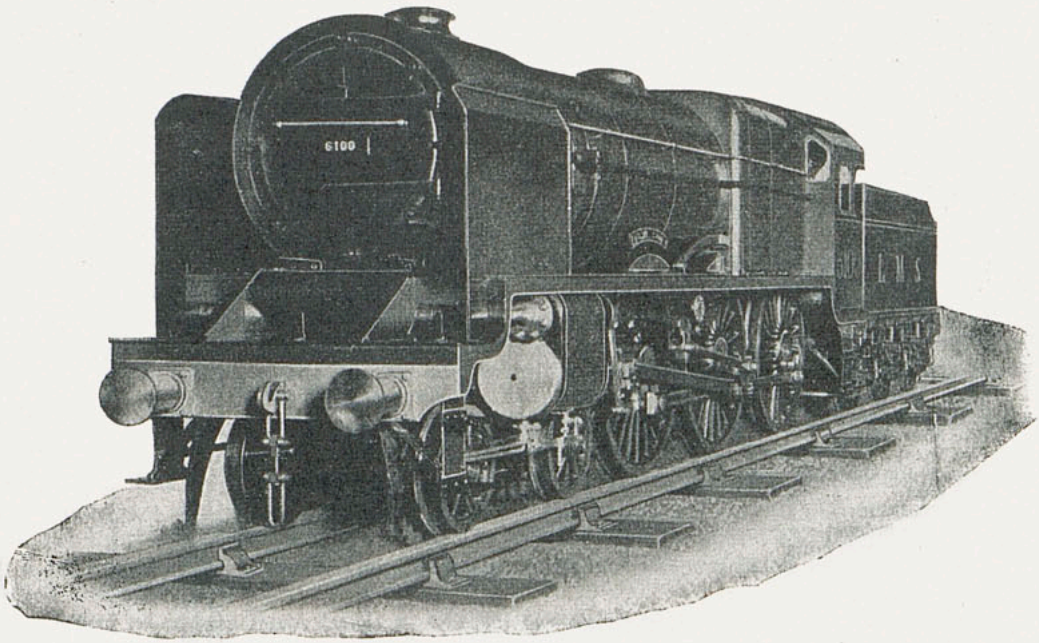
MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

L.M.S. 4-6-0 EXPRESS LOCOMOTIVE

"ROYAL SCOT"

1½" Scale. 7¼" Gauge



We introduce this handsome garden railway locomotive both as a finished model and as castings, and we are able to offer the complete set of castings as detailed below. Although it is impossible to deliver all the castings from stock, a set can be completed within a few weeks.

SPECIFICATION

Dimensions ..	Length: 8 ft. over buffers. Height: 20½", width 14"
Weight	8 cwt. (approx). in working order.
Wheels	Cast-iron: Driving Wheels 10" diameter. Bogie Wheels 4¾" diam. Tender Wheels 6" diam.
Cylinders ..	2¼" bore × 3¼" stroke. Alternative designs supplied for either double ported inside admission piston valves or slide valves.
Boiler	Steel or copper construction. Belpaire fire-box Fire-tubes.
Superheater ..	Grid or hair-pin type.
Valve Gear ..	Walschaert long stroke with box-links on separate frames.
Lubrication ..	Axle-driven mechanical lubricator (Wakefield pattern) for cylinders.
Boiler Feed ..	Two injectors or one injector and axle-driven pump.
Reversing Gear	Screw gear with left-hand double thread.
Brakes	Steam brakes on locomotive. Hand brake on tender.
Bogie	Equalised pattern with built-up beam and tension springs. Spiral spring side controls.
Tender	Standard L.M.S. pattern. Water capacity 4 gallons.

MODELS BY
BASSETT-LOWKE

BASSETT-LOWKE LTD

DRAWINGS

The complete set of drawings for constructing this locomotive comprises the following:

R.S.1 General arrangement of Locomotive.
R.S.2 Piston Valve Cylinder.
R.S.3 Locomotive Main Frames.
R.S.4 Walschaert Valve Gear Layout.
R.S.5 Valve Gear Details.
R.S.6 Valve Gear Details.
R.S.7 Motion Details.
R.S.8 Bogies.
R.S.9 Wheels and Axles.
R.S.10 Boiler.
R.S.11 Regulator, Dome, Safety Valve and Axle-Driven Pump.
R.S.12 Tender (General Arrangement).
R.S.13 Tender (Details).
R.S.14 Brake Gear, Buffers and Couplings, Cab Roof and Spectacle Plate.
R.S.15 Smoke Box.
R.S.16 Boiler and Cab Fittings.

For the complete set. Price **£5/10/0.** Per sheet **8/6**

LIST OF CASTINGS WITH PRICES

Pattern Number	Casting	Material	Number Off	Price Each
1	Driving Wheel	C.I.	6	**£3/5/0**
2	Bogie Wheel	C.I.	4	**£1/10/0**
3	Tender Wheel	C.I.	6	**£2/0/0**
4	Smoke Box Front	G.M.	1	**£3/12/0**
5	Smoke Box Back	G.M.	1	**£3/12/0**
6	Smoke Box Door	G.M.	1	**£2/4/0**
7	Chimney	G.M.	1	**12/6**
8	Dome	G.M.	1	**15/-**
9	Inner Dome	G.M.	1	**£1/2/6**
10	Boiler Filling Plug	G.M.	1	**£1/2/6**
11	Main Stretcher	C.I.	1	**£3/10/0**
12	Draw Bar Stretcher	C.I.	1	**£3/15/0**
13	Buffer Head	C.I.	4	**5/-**
14	Buffer Socket	C.I.	4	**7/6**
15	Crosshead	C.I.	2	**15/-**
16	Safety Valve Base	G.M.	1	**18/-**
17	Name Plate	G.M.	2	**4/6**
18	Main Frame Stretcher	G.M.	1	**£1/9/0**
19	Bogie Stretcher	G.M.	1	**£2/12/0**
20	Main Frame Stretcher for Bogie	G.M.	1	**£3/3/0**
21	Bogie Pad	G.M.	1	**12/6**
22	Bogie Spring Guide	G.M.	1	**6/6**
23	Bogie Axle Box	G.M.	4	**6/-**
24	Bogie Horn Right and Left Hand	G.M.	8	**3/-**
25	Driving Axle Box	G.M.	6	**17/5**
26	Engine Horn	G.M.	6	**14/5**
27	Motion Guide Bar Bracket Right and Left Hand	G.M.	1	**£1/13/7**
28	Weigh Shaft Bracket Right and Left Hand	G.M.	1	**15/-**
29	Steam Brake Cylinder	G.M.	1	**£1/4/9**
30	Steam Brake Piston	G.M.	1	**12/7**
31	Engine Brake Block	G.M.	6	**6/-**
32	Tender Brake Block	G.M.	6	**6/7**
33	Water Pick-up Dome	G.M.	1	**15/-**
34	Tender Vent	G.M.	2	**6/7**
35	Tender Filler	G.M.	1	**6/-**
36	Tender Filler Cap	G.M.	1	**5/5**
37	Tender Buffer Beam	G.M.	2	**£1/4/9**
38	Tender Wheel Splasher	G.M.	6	**4/9**
39	Tender Spring	G.M.	6	**16/2**
40	Tender Axle Box	G.M.	6	**16/2**
41	Tender Horn, Right and Left Hand	G.M.	6	**6/-**
42	Bogie Dummy Spring	G.M.	2	**9/-**
42a	Bogie Dummy Spring Brackets	G.M.	2	**5/5**
43	Buffer Beam Angle Bracket	G.M.	6	**10/2**
44	Petticoat	G.M.	1	**£1/2/2**
45	Exhaust Pipe	G.M.	1	**19/9**
46	Belpaire Lagging	G.M.	1	**£2/19/11**
47	Regulator Stuffing Box	G.M.	1	**£1/1/0**
48	Regulator Steam Distributor	G.M.	1	**10/9**
49	Regulator Gland	G.M.	1	**3/7**
50	Regulator Handle	G.M.	1	**3/-**
51	Smoke Box Cleat	G.M.	1	**3/-**
52	Coupling Rod Bush	G.M.	2	**4/2**
53	Pump Eccentric	G.M.	1	**£1/4/9**
54	Pump Eccentric Strap	G.M.	1	**10/9**
55	Pump Barrel	G.M.	1	**£2/14/0**
56	Pump Pipe Flange (1)	G.M.	1	**3/7**
57	Pump Pipe Flange (2)	G.M.	1	**3/7**
58, 58a	(Dummy) Smoke Box Ejector	G.M.	1	**6/7**
59	Regulator Bracket	G.M.	1	**6/7**
60	Reversing Screw Bracket	G.M.	1	**9/-**
Set of Castings for two Cylinders comprising: Cylinder Bodies, Front and Rear Covers, Valve Covers,		C.I.		**£15/10/0**

COMPLETE SET OF CASTINGS AS ABOVE £127. 0. 0.

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

L.M.S. 4-6-0 EXPRESS LOCOMOTIVE

"ROYAL SCOT"

Gauge 10¼" 2¼" Scale

The first 10¼" Gauge model of the "Royal Scot" was built to the order of Lord Downshire in 1938. Since, there has been a greatly increased demand for large scale garden railway locomotives and sets of castings for construction. We have, therefore, brought our patterns for this model up to date, and are now able to offer a complete range for building this locomotive and a complete set of 20 sheets of drawings giving full details for construction. The drawings and castings are not always available from stock, but can be supplied within 4 weeks of ordering.

SPECIFICATION

Dimensions ..	Length 11′ 7½", width 20", height 29¾"
Weight ..	15½ cwt. (approx.) in working order.
Wheels ..	Cast iron: Driving wheels 15⅛" dia. Bogie wheels 7¼" dia. Tender wheels 9½"
Cylinders ..	Piston valve pattern, 3" bore, 4⅞" stroke.
Boiler	Steel or copper construction. Overall length 57½", 13" diameter barrel with Belpaire fire-box 24" long × 14" wide. 31 firetubes.
Superheater ..	Grid type.
Valve Gear ..	Walschaert long stroke with boxlinks on separate frames.
Lubrication ..	Axle-driven mechanical lubricator (Wakefield pattern) for cylinders.
Boiler Feed ..	Axle-driven pump and injectors.
Reversing Gear	Screw gear with left-hand double thread.
Brakes ..	Steam brakes on locomotive and tender. Hand brake also on tender.
Bogie	Equalised pattern with built up beam and tension springs. Spiral spring side controls.
Tender ..	Standard pattern. Water capacity 9¼ gallons.

DRAWINGS

S. 1 Main Loco Axle Box.
S. 2 General Arrangement Locomotive and Tender.
S. 3 Piston Valve Cylinders.
S. 4 Bogie.
S. 5 Main Frames.
S. 6 Motion Valve Gear Details.
S. 7 Motion Bracket and Valve Gear Details.
S. 8 Weigh Shaft, Crank Pins and Axles.
S. 9 Pump and Frame Stretchers.
S.10 Steel Boiler Details.
S.11 Boiler Layout, Regulator and Safety Valve.
S.12 Valve Gear Layout.
S.13 Cab Arrangements, Reversing Lever, etc.
S.14 Smokebox Details.
S.15 Loco Steam Brakes and Rigging.
S.16 Tender Brakes, Steam and Hand.
S.17 Firebox Door and Bridle Rod (Half).
S.18 Tender Details, Couplings, etc.
S.19 General Arrangement of Tender.
S.20 Foot-plates.

The Set — Price **£10/10/0**
Per Sheet **12/6**

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

CASTINGS

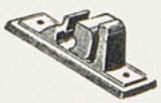
Pattern No.	Description	Material	No. off	Price Each
S.1	Cylinder Body	C.I.	2	£4/15/0
S.2	Front Cover	C.I.	2	14/-
S.3	Back Cover	C.I.	2	14/-
S.4	Piston	C.I.	2	9/6
S.5	Front Valve Cover	C.I.	2	9/6
S.6	Back Valve Cover	C.I.	2	10'6
S.7	Front Valve Spindle Cover	G.M.	2	4/9
S.8	Piston Rod Gland	G.M.	2	15/-
S.9	Piston Valve Gland	G.M.	2	9/-
S.10	Guide Bar Ring	G.M.	2	9/-
S.17	Main Frame Stretcher	G.M.	1	15/-
S.18	Main Frame Stretcher	G.M.	2	12/-
S.19	Buffer Bracket, Right	G.M.	2	£1/12/4
S.19a	Buffer Bracket, Left	G.M.	2	£1/12/4
S.20	Main Frame Angle Brackets	G.M.	6	£1/13/0
S.21	Pump Body	G.M.	1	£1/2/10
S.21a	Pump Barrel	G.M.	1	£1/13/0
S.22	Pump Flange	G.M.	1	9/-
S.23	Buffer Socket	C.I.	4	10'-
S.23a	Buffer Head (Oval)	C.I.	4	12'6
S.24	Motion Guide Bar Brackets, Right-Hand	G.M.	1	£2/16/11
S.24a	Motion Guide Bar Bracket, Left-hand	G.M.	1	£2/16/11
S.25	Tender Brake Block	G.M.	6	12/7
S.26	Driving Axle Box Top	G.M.	6	£2/0/9
S.26a	Driving Axle Box Bottom	G.M.	6	9/-
S.27	Tender Splasher	G.M.	4	12/7
S.27a	Tender Splasher	G.M.	2	9/-
S.28	Pump Eccentric	G.M.	1	£1/14/2
S.28a	Regulator Bracket	G.M.	1	13/9
S.29	Tender Axle Box	G.M.	6	£1/15/4
S.30	Tender Spring	G.M.	6	18/7
S.31	Tender Horn Blocks, Right-hand	G.M.	6	9/-
S.31	Tender Horn Blocks, Left-hand	G.M.	6	9/-
S.32	Weigh Shaft Brackets	G.M.	2	£1/1/0
S.33	Link Brackets, Right-hand	G.M.	1	15/-
S.33a	Link Brackets, Left-hand	G.M.	1	15/-
S.34	Chimney	G.M.	1	£1/8/5
S.35	Blast Pipe	G.M.	1	£2/10/4
S.36	Smokebox Door	G.M.	1	£1/10/0
S.37	Smokebox Front	G.M.	1	£2/13/11
S.38	Smokebox Back	G.M.	1	£2/13/11
S.40	Motion Bracket	G.M.	2	18/-
S.41	Bogie Pin Block	G.M.	1	£2/0/0
S.42	Frame Stretcher	G.M.	1	£6/5/11
S.44	Bogie Stretcher	G.M.	1	£5/4/11
S.45	Bogie Axle Box Top	G.M.	4	16/2
S.45a	Bogie Axle Box Bottom	G.M.	4	6/-
S.46	Bogie Bracket	G.M.	1	7/9
S.47	Steam Brake Cylinder	G.M.	1	£2/5/0
S.48	Steam Brake Piston	G.M.	1	16/2
S.49	Steam Brake Piston Rod	G.M.	1	4/2
S.50	Bush Link	G.M.	4	6/-
S.51	Engine Brake Block	G.M.	6	5/5
S.52	Bearing Bush	G.M.	2	9/-
S.53	Regulator Pad	G.M.	1	17/5
S.54	Tender Pick-Up Dome	G.M.	1	£1/16/0
S.55	Tender Filler	G.M.	1	9/-
S.56	Tender Filler Cap	G.M.	1	9/-
S.57	Dome	G.M.	1	£1/7/2
S.59a	Exhaust Pipe Bottom	G.M.	1	£1/13/0
S.61	Belpaire Lagging Support	G.M.	1	£4/9/11
S.62	Ash Ejector	G.M.	1	16/2
S.62a	Ash Ejector	G.M.	1	5/5
S.63	Name Plates	G.M.	2	6/-
S.64	Spring Bracket	G.M.	2	7/9
S.65	Engine Horn, Right-Hand	G.M.	6	15/-
S.65a	Engine Horn, Left-hand	G.M.	6	15/-
S.66	Safety Valve Top	G.M.	1	10/4
S.66a	Safety Valve Base	G.M.	1	10/4
S.67	Regulator Barrel	G.M.	1	£1/2/2
S.67a	Squared Socket for Regulator Barrel	G.M.	1	10/2
S.67b	Front Pad for Regulator	G.M.	1	19/9
S.68	Inner Dome	G.M.	1	£1/16/0
S.68a	Inner Dome Cap	G.M.	1	15/-
S.69	Smoke Box Clip	G.M.	2	3/-
S.70	Reversing Box	G.M.	1	18/-
S.71	Reversing Block	G.M.	1	16/2
S.72	Safety Valve Casing	G.M.	1	13/9
S.73	Driving Wheels	C.I.	6	£4'17'0
S.74	Bogie Wheels	C.I.	4	£2/0/0
S.75	Tender Wheels	C.I.	6	£2/10/0

COMPLETE SET OF CASTINGS AS ABOVE £215-0-0

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

PERMANENT WAY MATERIALS



Slide-on pattern chair

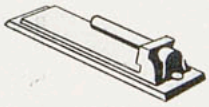
Conductor rail chair

Gauges "0"—2½"

Rail—Brass 36" lengths ..	Per Doz.	Price **17/9**
Galvanised Steel 36" lengths	Per Doz.	Price **6/9**
Chairs—Cast Slide-on pattern	Per 100	Price **8/2**
Conductor Rail pattern for use with bull head rail ..	Per Doz.	Price **2/9**
Fishplates	Per Doz.	Price **1/8**
Sleepers—3" long for Gauge "0"	Per 100	Price **6/6**
4" long for Gauge 1	Per 100	Price **8/–**
4½" long for Gauge 2½"	Per 100	Price **10/–**

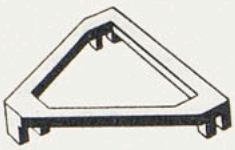
Longitudinal Battens in 36" lengths	Per Doz.	Price **12/-**
Sleeper Wood, ⅜"×¼" in 36" lengths	Per Doz.	Price **9/-**
Spikes—Brass	Per 500	Price **8d.**
Panel Pins for securing sleepers to battens or base board	Per 500	Price **8d.**
Check Rail Chairs for point construction as illustrated, with wood keys ..	Per Doz.	Price **2/9**
Check Rail Chairs, Slide-on pattern	Per Doz.	Price **2/9**
Point Slide Chairs, as illustrated	Per Doz.	Price **2/7**
Point Slide Chairs drilled for screw fixing	Per Doz.	Price **2/7**

Check Rail Chair



Point Slide Chair

TRACK MAKING ACCESSORIES



Simplex Gauge for Track Laying

Holds rail in position while being spiked down. The gauge on curves is automatically increased in proportion to the radius.

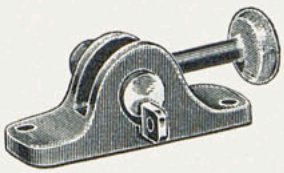
Gauge 0	Price **2/3**
Gauge 1	Price **7/9**
Gauge 2½"	Price **9/–**

Track Punch (Hollow nose for driving spikes). Price **2/-**

PERWAY POINT LEVER

A neat model designed to the latest practice. This is the standard pattern which will be used in all our standard point work.

Price **4/3**



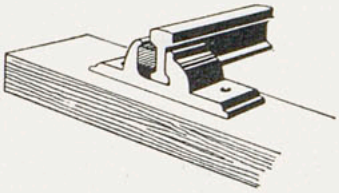
Orders under **£1**, enclose **2/6** postage Orders over **£1** but under **£5**, enclose **3/-** postage

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

GARDEN RAILWAY MATERIALS

¾″ Scale. Gauge 3½″ and 3½″

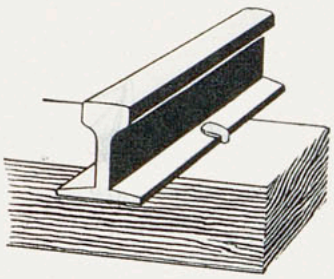


These materials construct a scale permanent track with correct bull-head section rail in brass and extruded brass chairs of correct profile for use with wood keys as in actual practice. A sturdy track for heavy use which will be entirely unaffected by weather.

Rail—Brass in 36″ lengths	Per Length	Price 3/7
Fishplates—In cast white metal	„ Dozen	Price 4/2
Chairs—In extruded brass, drilled for spiking down	„ „	Price 1/9
Keys—In hard wood	„ 100	Price 1/9
Spikes—Brass	„ „	Price 3d.

PASSENGER CARRYING TRACK

1″ Scale 4″ to 6″ Gauges



An easily constructed track, using flat bottom Vignoles type extruded brass rail spiked direct down on to wood sleepers, as in Continental and American practice.

Rail—Height 9/16″, Foot ½″ wide, in 9′ lengths	Per foot run	Price 3/7
Special Holding Down Dog Spikes to suit the above		Price per 200, 2/6

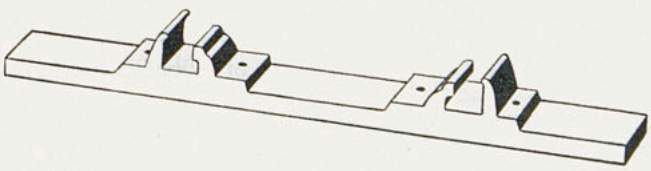
We regret that at the present time we are unable to supply other parts for use with this rail.

METAL SECTION CHAIRS AND SLEEPERS FOR 2½″ GAUGE

The perfect foundation for heavy duty use 2½″ gauge track. The chairs and sleeper are in one extruded brass section. Standard brass bull-head rail is used and secured with wood keys. There is no fear of distortion as the material is not affected by weather and will not rust. Supplied drilled for fixing pins or screws to attach to a wood baseboard or they may be laid directly into ballast as in actual practice.

Price 7½d. each

Fixing Spikes per 100 **3d.** Wood Keys per 100 **1/9**



Orders under **£1**, enclose **2/6** postage Orders over **£1** but under **£5**, enclose **3/-** postage

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

DESIGNS FOR SHIP MODEL CONSTRUCTION

from SCALE DRAWINGS by HAROLD A. UNDERHILL

R.M.S. "QUEEN ELIZABETH"

(Drawn by JOHN LANGFORD)

The following drawings are intended for the construction of small scale working models of this famous vessel, although sufficient detail is given for showcase work if desired. The Lines Drawing has the underwater body increased out of scale to provide the necessary displacement. The drawings are full size for a model approximately 32½" long.

L 35 Lines for Working Model (Scale $\frac{1}{32}$" = 1′ 0").

L 36 Profile and Plans of House Tops and Sundeck (Scale $\frac{1}{32}$" = 1′ 0").

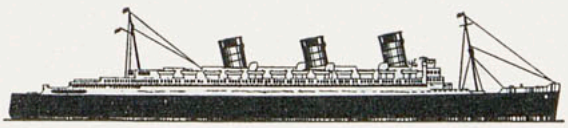
L 37 Plans of Boat, Main and 'A' Decks (Scale $\frac{1}{32}$" = 1′ 0").

PRICE **10**/– per sheet. Linen bound **11/6**

R.M.S. "QUEEN MARY"

(Drawn by HAROLD A. UNDERHILL, M.C., A.M.I.E.S.)

There is no need to describe this famous vessel, for which two alternative sets of plans are available, one for the construction of small scale or working models, the other for large scale or super detail models.



PRINTS FOR SMALL SCALE OR WORKING MODELS

This set, being intended for small scale work and working models, has all the main features and superstructure of the prototype, but without some of the minor details. Above the water-line all principal dimensions and outline have been strictly adhered to, although certain slight modifications have been made for the sake of simplicity. The underwater body has been designed to provide ample displacement for small working models, and is therefore slightly out of scale.

Print No.

230 Lines for Working Model. Size of sheet, 31" × 20".

231 Elevation, Plans of "A" Deck and Main Deck, with Bulkhead Elevations of each. Size of sheet, 31" × 20".

232 Plans of Promenade, Sun and Sports Decks, Navigation Bridge, Wheelhouse, Sections and Bulkhead Elevations. Size of sheet, 31" × 20".

PRICE **5**/- per sheet. Linen bound **6**/-

PRINTS FOR LARGE SCALE SUPER DETAIL MODELS

The plans are drawn to a scale of $\frac{1}{16}$" = 1′ 0" and are full size for a model 63⅝" O.A.

243 Lines for Scale Model. Size of sheet, 70" × 30".

244 Elevation and Plans of Sports Deck, Bridge, and Top of Wheelhouse. Size of sheet, 70" × 30".

245 Plans of Sun Deck, Promenade Deck and Details of Winches, Fittings, etc. Size of sheet, 70" × 26".

246 Plans of Main Deck, "A" Deck, Bulkhead Elevations, Thwart-ship Sections, and separate Details of Patent Davits, Boat Winches, Ventilating Units, etc. Size of Sheet, 70" × 26".

PRICE **12**/– per sheet. Linen bound **13/6**

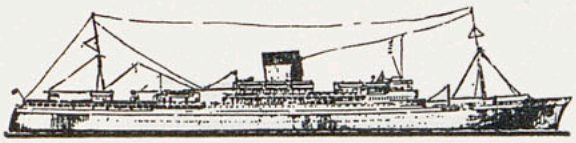
MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

UNION CASTLE LINER "EDINBURGH CASTLE"

By JOHN LANGFORD.

This set has been designed to a scale of $\frac{1}{16}$"=1' 0" with the underwater body increased for a working model having a displacement of 14 lbs. and a waterline length of $43\frac{5}{8}$".



L.40 Lines for Working Model.

L.41 Profile, Rigging and Plans of "D" and "E" Decks.

L.42 Plans of Bridge, Sun and Boat Decks, Superstructure, Thwart-ship Elevations, Details of Winches, etc.

PRICE: **10**/– per sheet, Linen bound **11**/**6**.

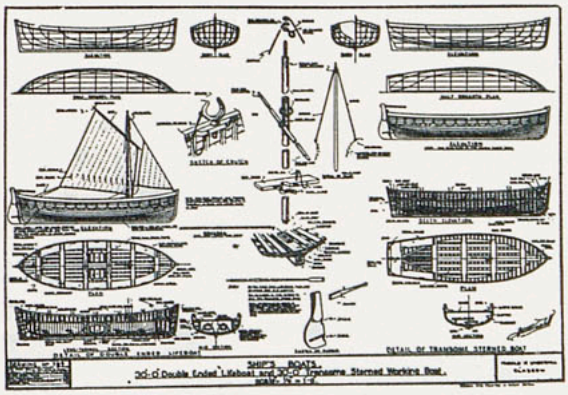
SHIPS' BOATS

These drawings, consisting of Lines, Plans, Elevations, Sections, both longitudinal and thwart-ships, showing full constructional details, are suitable for the building of large scale planked models of individual boats. They are also invaluable in providing information as to the design, construction and fittings of boats to be carried by scale models of larger ships, particularly men-of-war.

MODERN BOATS

789 Standard 30' 0" double ended ships' lifeboat, and 30' 0" transome sterned work boat. Sail plans, fittings and equipment. Scale $\frac{1}{4}$"=1' 0".

687 Smacks Dinghy or fisherman's Beach Boat. Scale $\frac{3}{4}$"=1' 0"

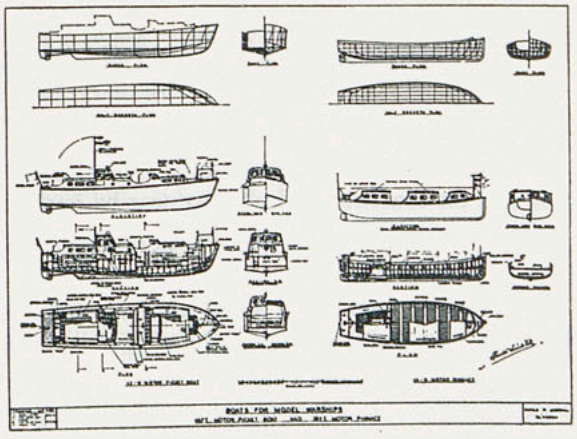


BOATS FOR MODERN WARSHIPS

900 45' 0" Motor Picket Boat and 36' 0" Motor Pinnace.

901 32' 0" Motor Cutter and 25' 0" Fast Motor Boat.

902 27' 0" Whaler, 16' 0" Fast Motor Dinghy and 14' 0" Sailing Dinghy.



BOATS FOR SAILING MEN-OF-WAR

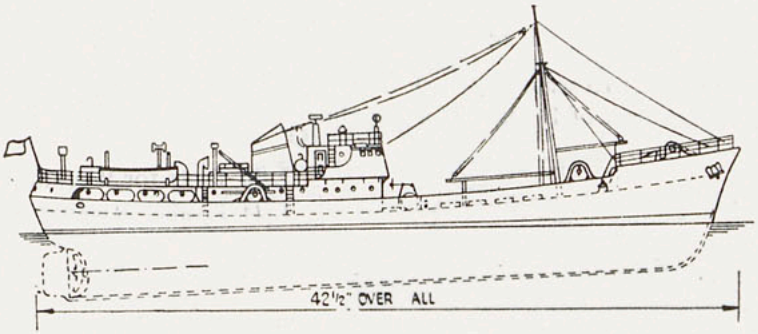
790 30' 0" Cutter and 28' 0" Pinnace. Scale $\frac{1}{4}$"=1' 0".

791 30' 0" Launch or Longboat and 27' 0" Whaler. Scale $\frac{1}{4}$"=1' 0".

792 28' 0" Yawl, 22' 0" Cutter and 16' 0" Dinghy. Scale $\frac{1}{4}$"=1' 0".

PRICE: **5**/– per sheet, Linen bound **6**/–

MODELS BY BASSETT-LOWKE



MODERN MOTOR TRAWLER

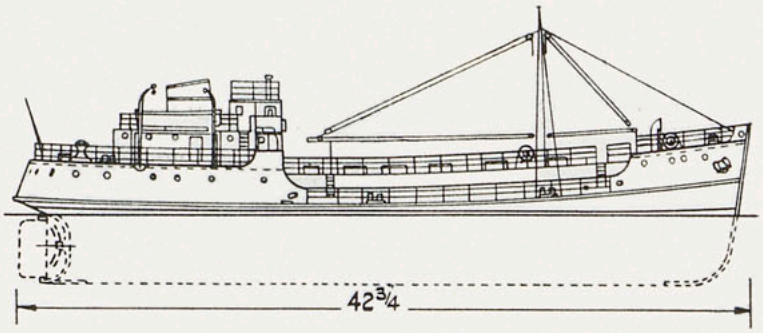
BY HAROLD A. UNDERHILL, M.C., A.M.I.E.S.

These plans will produce a model of scale dimensions and up up to showcase standard in fittings, yet with ample displacement for a good working model. Full working drawings of all fittings are included.

SCALE ¼"=1' 0": DISPLACEMENT 26½ lb.

Print No. 1173: Lines Drawing. Print No. 1174: Profile and Upper Decks. Print No. 1175: Main Deck, Thwart-ship Elevations and Details.

Price: **7/-** per sheet (**8/6** with linen-bound edges)



COASTAL AND BUNKERING TANKER

BY HAROLD A. UNDERHILL, M.C., A.M.I.E.S.

A familiar sight in all large ports and estuaries is the small tanker employed bunkering the big ships and on coastwise passages to near-by harbours.

Their low side decks, usually awash in anything but flat calm water, remind one of the old turret ships.

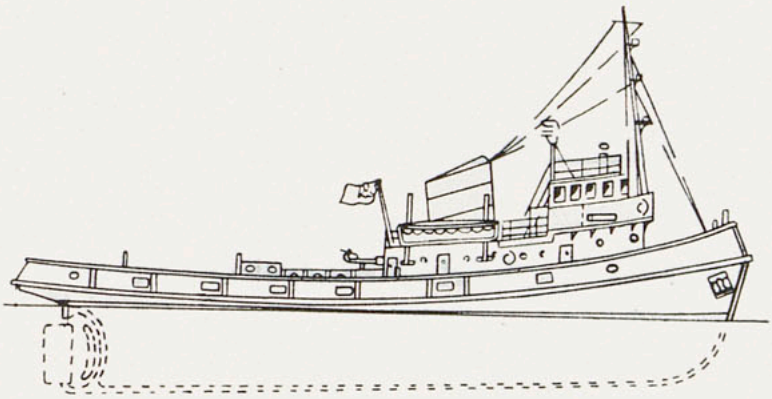
This type of vessel forms a new and unusual subject for model work, yet, thanks to its large displacement and ample space below decks, well suited for radio control.

Print No. 1177: Lines Drawing. Print No. 1178: Profile and Deck Plan. Print No. 1179: Superstructure, Cross-sections and Details of Fittings.

SCALE: ¼"=1' 0". DISPLACEMENT 39 lb.

Price: **7/-** per sheet (**8/6** per sheet with untearable edges)

MODELS BY BASSETT-LOWKE



SEA-GOING TUG

The following plans have been compiled for the construction of super-detail models of these fine modern tugs and include every item down to Tank Air Pipes and Swan-Neck Vents.

The first two sheets are sufficient for building this model, but the third sheet containing a number of fully detailed cross-sections, together with separate working drawings of electric windlass, capstan, davits, etc., will of course supply much additional information which cannot be shown fully on profile and deck plans.

The drawings are available in two scales; ¼″ and ⅜″ to 1′ 0″ respectively and numbered as under:—

¼″ SCALE: DISPLACEMENT 14.5 lb.

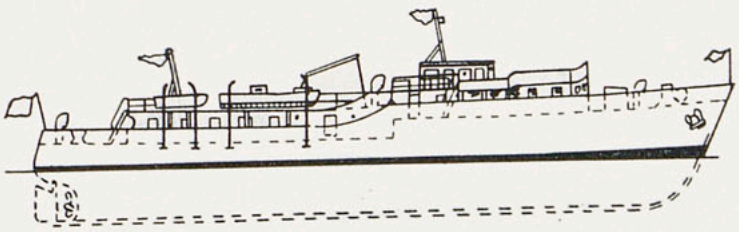
Print No. 1166: Lines Drawing. Print No. 1167: Profile and Deck Plans. Print No. 1168: Cross-Sections and Details.

Price: 7/- per sheet (8/6 with linen-bound edges)

⅜″ SCALE: DISPLACEMENT 49.4 lb.

Print No. 1170: Lines Drawing. Print No. 1171: Profile and Deck Plans. Print No. 1172: Cross-Sections and Details.

Price 9/- per sheet (10/6 with linen-bound edges)



MODERN 770 TON (T.M.) STEEL MOTOR YACHT

NEW ADDITION: JUST PUBLISHED

PLANS FOR ¼″ SCALE MODEL

LENGTH 42″: DISPLACEMENT 18.82 lb.

DESIGNED BY HAROLD A. UNDERHILL, M.C., A.M.I.E.S.

Although designed as a working model, the hull is to scale dimensions throughout and therefore equally suitable for showcase model. All fittings are shown in detail, and a separate working drawing of each, including funnel expansion template, provided, together with those of each boat.

A specification of weights is included on the lines drawing, and in view of the high freeboard and relatively shallow draught of the scale hull, this must be adhered to.

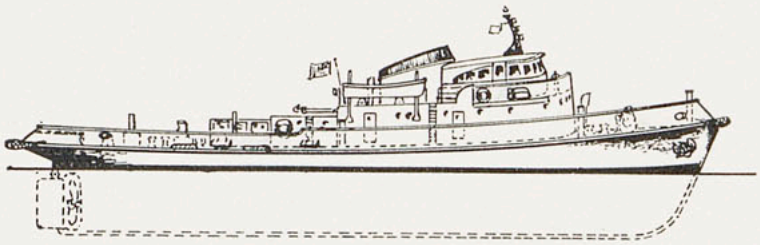
These plans will produce a model of graceful and elegant lines, for showcase exhibition or practical sailing.

Drawing No. 1153: Lines, Specification, and Table of Weights. Drawing No. 1154: Profile and Plans of F'castle and M. Deck. Drawing No. 1155: Plans of Upper and Bridge Decks, Wheelhouse, and Thwart-ship Sections. Drawing No. 1156: Funnel Expansion Template and Separate Detail of each Deck Fitting and Boat.

Price: 7/- per drawing (8/6 with linen-bound edges)

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD



114 ft. STREAMLINED TUG

This vessel has many advantages as a working model, being low in build and therefore easy to transport, while the absence of the normal mast and rigging allows the superstructure to be made removable as a complete unit with nothing to be disconnected.

It is a beautifully proportioned modern design. The hull lines are fine for this type of craft, which results in great flare at bow and stern in spite of the high beam-length ratio which is a feature of all tugs.

The plans are very fully detailed—up to exhibition standard—including all fittings on the arrangement drawing, with separate plans of each on the detail sheet as well as cross-sectional elevations of superstructure at several points along the hull.

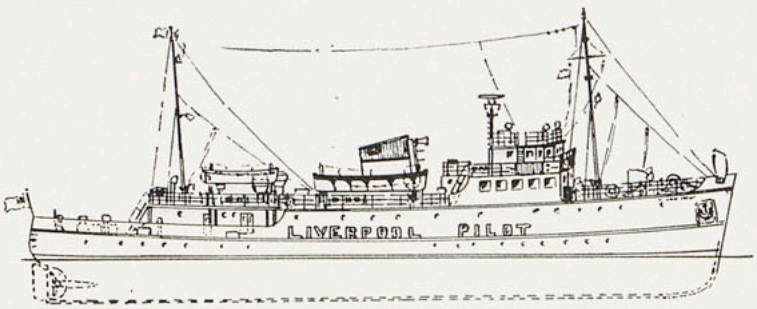
The drawings are available in two scales as below:

$\frac{3}{8}$″ SCALE MODEL. LENGTH O.A. 43″. DISPLACEMENT 31.1 LB.

Print No. 1183: Lines Drawing. Print No. 1184: Profile and Plan of Main Deck. Print No. 1185: Plans of Bridge Deck, House-top, Boats, Thwart-ship Elevations and Separate Details of Deck Fittings, etc. Price **8/-** per print or **9/6** with reinforced edges.

$\frac{1}{4}$″ SCALE MODEL. LENGTH O.A. 28$\frac{1}{4}$″. DISPLACEMENT 15.1 LB.

Print No. 1186: As No. 1183 but to $\frac{1}{4}$″ Scale. Print No. 1187: As No. 1184 but to $\frac{1}{4}$″ Scale. Print No. 1188: As No. 1185 but to $\frac{1}{4}$″ Scale. Price **7/-** per print *or* **8/6** with reinforced edges.



SCALE $\frac{1}{4}$″=1′ MODEL OF THE

LIVERPOOL PILOT VESSEL

"SIR THOMAS BROCKLEBANK"

This fine ship is an excellent subject for either showcase or working models. She has a beautiful profile, without too much superstructure to get damaged in a sailing model.

The scale allows full detail on a hull length which is easy to handle, yet has ample displacement to carry plant.

The drawings are detailed to showcase or exhibition standards, and the set includes separate working drawings of all major fittings such as davits, boat-winches, windlass, capstan, lead of falls, etc.

LENGTH O.A. 43$\frac{1}{4}$″. DISPLACEMENT 24.9 LB.

Print No. 1180: Lines Drawing. Print No. 1181: Profile and Plan of Upper Deck. Print No. 1182: Main Deck, Bridge Deck, House-tops, Cross-sections and Details of Fittings.

Price **7/-** per drawing *or* **8/6** each with reinforced edges.

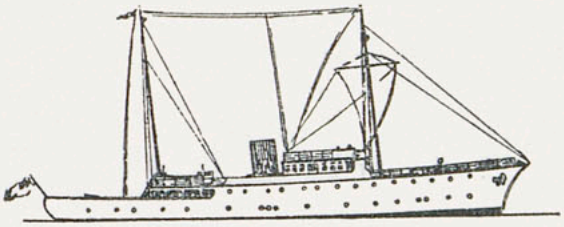
MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

OCEAN GOING MOTOR YACHT

This set is intended to produce a simple representative model which, while having few fittings to damage in transit, has a fine appearance afloat. The drawings are not based on any particular vessel.

Scale $\frac{1}{8}$″=1ft. 24″ long. 5·3 lb. displacement.

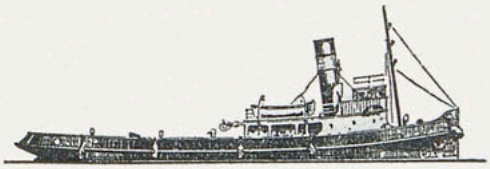


105 Lines for Working Model. Size of sheet, 27″×18″.

106 Elevation, Deck Plan and Sections. Size of sheet, 30″×22″.

STEAM TUG

The Steam Tug is always popular with the model builder, and the following drawings, which have the underwater body increased to give ample displacement for a small working model, are based on one of the well-known Mersey types.



Scale $\frac{1}{5}$″=1ft. 7·7 lb. displacement.

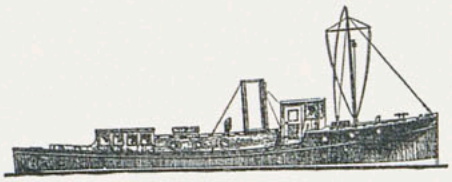
103 Lines for Working Model. Size of sheet, 30″×17½″.

104 Elevation, Deck Plan and Sections. Size of sheet, 22″×15″.

POLICE PATROL BOAT

This, like the Steam Pinnace, is an excellent subject for a working model. The simplicity of the Deck fittings means easy access to the power plant, and little risk of damage in transit to the water.

Scale $\frac{1}{2}$″=1ft. Displacement 7 lb.

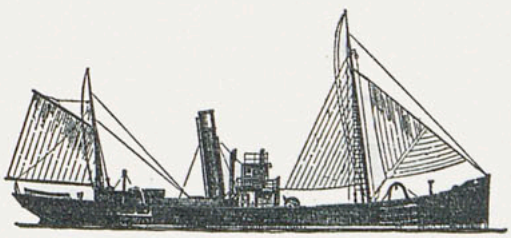


134 Elevation and Plan. Size of sheet, 30″×22″.

135 Lines for Working Model. Size of sheet, 30″×19″

STEAM TRAWLER

Here we have a type particularly well known to all who have served at or near a Naval Base, where in war-time dozens of these vessels are employed in servicing both ships and land forces.



Scale $\frac{1}{5}$″=1ft. Displacement 7·3 lb.

140 Elevation, Deck Plan and Section. Size of sheet, 30″×22″.

141 Lines for Working Model. Size of sheet, 30″×19″.

142 Simple Machinery Layout for Electric Model. Size of sheet, 30″×19″.

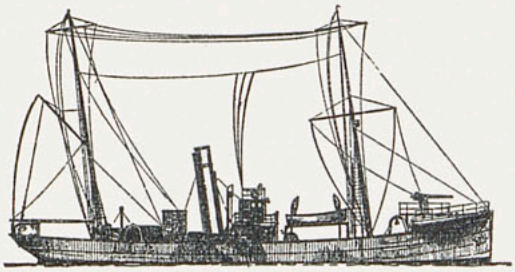
143 Simple Machinery Layout for Steam Model. Size of sheet, 30″×19″.

PRICES OF ALL DRAWINGS 5/- per sheet. LINEN BOUND 6/-

MODELS BY BASSETT-LOWKE

ARMED TRAWLER or FISHERY PROTECTION CRUISER

This represents one of the war-time conversions, a trawler of the top gallant fo'castle type with gun platform and additional boats. Like the previous set alternative simple machinery layouts are available.



Scale 1/5″=1 ft. Displacement 7·3 lb.

144 Elevation, Deck Plan and Section. Size of sheet, 30″×22″.

145 Lines for Working Model. Size of sheet, 30″×19″.

146 Simple Machinery Layout for Electric Model. Size of sheet, 30″×19.″

147 Simple Machinery Layout for Steam Model. Size of sheet, 30″×19″.

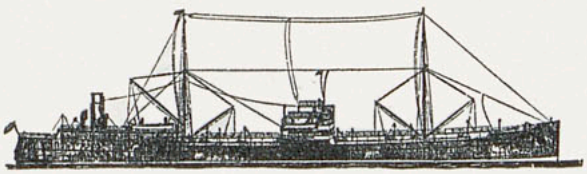
OIL TANKER

The importance of the Oil Tanker is fully appreciated in war-time when many of them made Naval History. The following drawings are suitable for the construction of a typical vessel of this class.

Scale $\frac{1}{16}$″=1 ft. Displacement 3·6 lb.

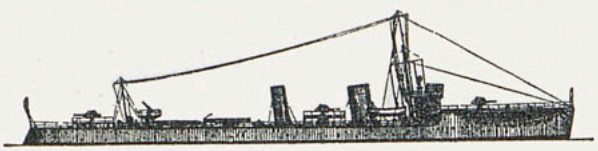
148 Elevation, Sections and Plans of each Deck. Size of sheet, 30″×22″.

149 Lines for Scale Model. Size of sheet, 30″×18″.



"R" CLASS DESTROYER

The Destroyer is perhaps one of the most important ships in the Royal Navy; general maid of all work to the fleet, convoy escort, patrol boat, etc. These drawings are intended for scale models, but lines with increased displacement for small working models are available.



Scale 1/10″=1 ft. Displacement 2·3 lb.

150 Elevation, Deck Plans and Sections. Size of sheet, 30″×22″.

151 Lines for Scale Model. Size of sheet, 30″×18″.

152 Lines for Small Working Model. Size of sheet, 30″×18″.

50 Ft. MOTOR CABIN CRUISER

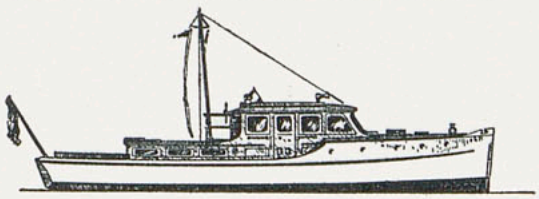
This set was originally designed for a working model and has the underwater body increased to provide additional displacement, but this type of vessel would make a good showcase model, as owing to the amount of open glass work and companionways, there is plenty of scope for the model maker who cares to furnish the interior, details of which are shown on the third sheet of the set.

Scale $\frac{1}{2}$″=1 ft. Displacement 5·3 lb.

291 Elevation, Deck Plan, Bow and Stern Views. Size of sheet, 30″×22″.

292 Lines for Working Model. Size of sheet, 28″×22″.

293 Details of Internal Fittings. Size of sheet, 30″×22″.



PRICES OF ALL DRAWINGS 5/- per sheet. LINEN BOUND 6/-.

MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

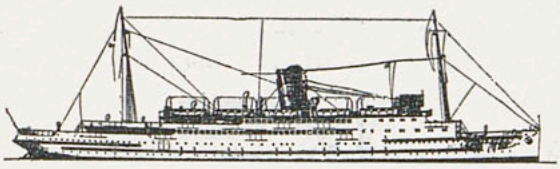
I.O.M. PACKET—"LADY OF MANN"
(Drawn by JOHN LANGFORD)

This vessel was built in 1930 by Vickers-Armstrong Barrow-in-Furness, for the I.O.M. Steam Packet Company, and, up to the outbreak of war was the largest vessel employed by them on the Fleetwood—I.O.M. Service.

Scale 1/12″=1ft. Displacement 2·7 lb.

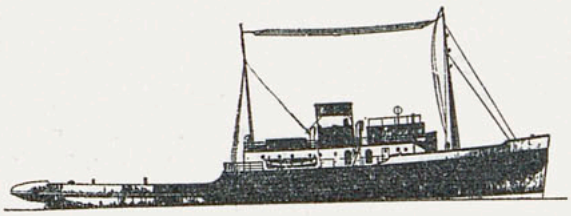
L.1 Lines for Scale Model.
L.2 Elevation and Plans of Promenade and Boat Decks.
L.3 Shelter Deck, Sections and Details.

PRICE: **7**/- per sheet. Linen bound **8/6**.



SALVAGE TUG
(Drawn by JOHN LANGFORD)

The design of this model has been based upon the famous Dutch tug "Zwarte Zee" which, at the time of her completion in 1933, was the largest Salvage Tug afloat.



Scales ⅛″ and ¼″ to 1ft.
Displacement 5·2 and 45 lb.

L.7 Elevation, Deck Plan and Details, **7**/-
L.8 Lines for 26½″ Working Model, **7**/-
L.9 Lines for 53″ Working Model, **10**/-

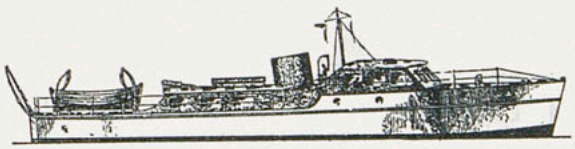
Linen bound **1/6** extra.

"BARBARA" CABIN CRUISER
(Drawn by JOHN LANGFORD)

The dimensions and construction of this model are as described for "MARGARET" on page 156, but the superstructure is arranged to suit steam or diesel plant.

Scale 1″=1ft. Displacement 15·2 lb.

L.18 Elevation, Plan and Sections. Size of sheet, 64″×28″.
L.19 Constructional Drawing including full size templates of frames, stem, keel, bulkheads. etc. Size of sheet, 64″×28″.

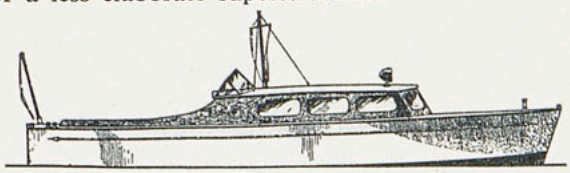


898 Building Instruction Sheet, containing printed instructions, details and perspective diagrams illustrating the various stages of construction. Size of sheet, 40″×28″.

PRICE: **10/-** per sheet. Linen bound, **11/6**.

"ELIZABETH", FAST DAY CRUISER
(Drawn by JOHN LANGFORD)

The overall dimensions and method of construction are the same in this set as for "MARGARET" described on page 156, but the general design is based on a modern day cruiser and therefore calls for a less elaborate superstructure.



Scale 1″=1ft. Displacement 15·2 lb.

L.14 Elevation, Plan and Sections. Size of sheet, 64″×28″.
L.15 Constructional Drawing, including full size templates of frames, stem, stern, keel, etc. Size of sheet, 64″×28″.

898 Building Instruction Sheet, containing printed instructions, details and perspective diagrams illustrating the various stages of construction. Size of sheet, 40″×28″.

PRICE: **10**/- per sheet. Linen bound, **11**/6

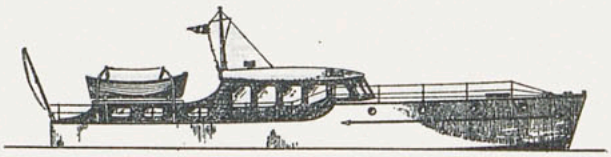
MODELS BY BASSETT-LOWKE

BASSETT-LOWKE LTD

"MARGARET", FAST CABIN CRUISER

(Drawn by JOHN LANGFORD)

This design will appeal to the power boat man requiring a scale job of relatively simple construction, yet large enough to carry a really powerful plant and look well on a large sheet of water. The hull is of the hard chine type, planked in plywood on built up frames, and the drawings include all constructional details, with full size templates ready for laying off directly on to the materials.
The hull is 48″ on the waterline and the method of construction entirely obviates all risk of distortion during building or in the finished model, producing a very light yet strong ship. The external design is that of a modern fast cabin cruiser. Scale 1″=1 ft. Displacement 15·2 lb.



L.10 Elevation, Plan and Sections. Size of sheet, 64″×28″.

L.11 Constructional Drawing, including full size templates of frames, stem, keel, bulkheads, etc. Size of sheet, 64″×28″.

898 Building Instruction Sheet, containing printed instructions, details and perspective diagrams, illustrating the various stages of construction. Size of sheet, 40″×28″.

PRICE **10**/– per sheet. Linen bound **11/6**.

45 feet MOTOR PICKET BOAT

(Drawn by HAROLD A. UNDERHILL, M.C., A.M.I.E.S.)

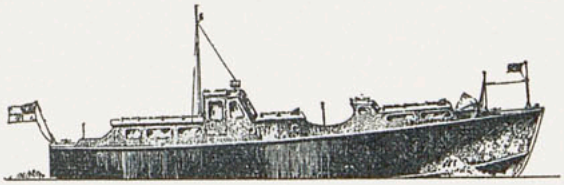
The modern Naval Picket Boat makes an extremely pleasing model and being relatively small, means that a large scale can be used resulting in very complete detail. The hull is of the hard chine type suitable for composite plywood construction.
The following drawings are to ¾″ scale and very fully detailed, including internal furnishings, so offering plenty of scope for the real craftsman. For working models the motor is installed in the actual engine-room and the accumulator carried between the seats of the covered cockpit, where it is out of sight in use yet instantly removable.
With the accumulator out and the electrical leads below the cockpit floor, the model becomes a perfect ¾″ scale showcase model, completely fitted and furnished both inside and out and no power plant visible. Displacement 10 lb.

922 Lines Drawing scale ¾″=1′ 0″ (producing a boat 34″ long×8½″ beam).

923 Profile, Deck and Accommodation Plan. Scale ¾″=1′ 0″.

924 Longitudinal Section, Cross Sections at various points and Plant layout for Working Models. Scale ¾″=1′ 0″.

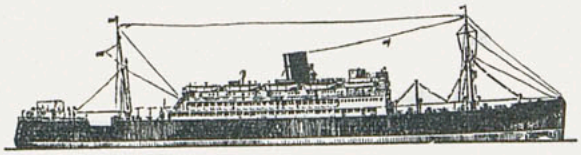
PRICE 7/– per sheet. Linen bound **8/6**.



ANCHOR LINER "CIRCASSIA"

(Drawn by HAROLD A. UNDERHILL, M.C., A.M.I.E.S.)

This set is one of the most fully detailed Liner plans yet produced and includes all information necessary for the construction of a perfect scale model up to "Builders' Model" standard.
Separate working drawings of all davits, winches, capstans, etc., are included together with separate details of each mast with its fittings and rigging. Alternative Lines Drawings are available, one for scale showcase models, and the other with increased displacement for working models.



Displacements 7·6 and 61·2 lb.

930 Profile, Section, End Elevations and Plan of "A" Deck. Drawn to a scale 1/16″=1′ 0″ or full size for a 31½″ model.

931 Plans of Well, Promenade and Boat Decks, House Tops, Navigating and Docking Bridges. 1/16″ scale.

932 Separate Details of Masts, Rigging, Winches, Windlass, Derrick Posts, Davits, etc. Also Elevations of Poop and "A" Deck. 1/16″ scale.

933 Lines for Scale Model. 1/16″ scale.

934 Lines for Working Model. ⅛″ scale.

PRICES OF ALL DRAWINGS 7/– per sheet. LINEN BOUND **8/6**.

MODELS BY BASSETT-LOWKE

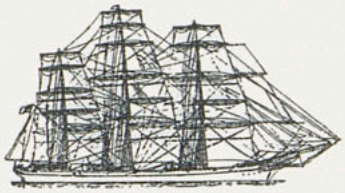
BASSETT-LOWKE LTD

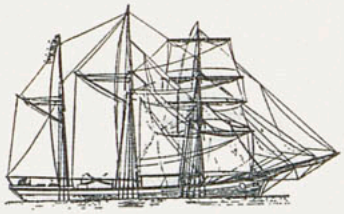
Composite Clipper "CUTTY SARK"

Scale $\frac{3}{32}$″=1ft.

966 tons. Built 1869 by Scott & Linton of Dumbarton.

50 Lines for Scale Model. Size of sheet, 30″×22″.
51 Elevation, Deck Plan and Thwart-ship Sections. Size of sheet, 30″×22″.
52 Sail and Rigging Plan. Size of sheet, 30″×22″.





Wood Three-mast Barquentine "WATERWITCH"

Scale $\frac{1}{8}$″=1ft.

206 tons. Built 1871, by Medus of Poole.

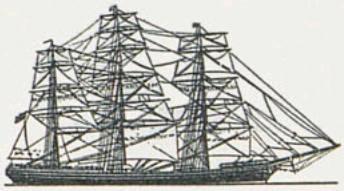
66 Lines for Scale Model. Size of sheet, 22″×13″.
67 Elevation Deck Plan and Details. Size of sheet, 19″×11″.
68 Sail and Rigging Plan. Size of sheet, 20″×14″.

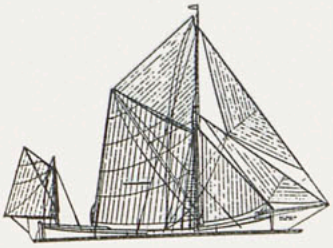
Composite Clipper "TORRENS"

Scale $\frac{3}{32}$″=1ft.

1306 tons. Built 1875, by Lang of Sunderland. This was the favourite ship of Joseph Conrad.

70 Lines for Scale Model. Size of sheet, 30″×16″.
71 Elevation, Deck Plan and Details. Size of sheet, 30″×21″.
72 Detail of Spars and Standing Rigging. Size of sheet, 30″×21″
73 Detail of Sails and Running Rigging. Size of sheet, 30″×21″.





Thames Coastal Sailing Barge "LADY DAPHNE"

Scale $\frac{1}{4}$″=1ft.

116 tons. Built 1923, by Short Bros., of Rochester.

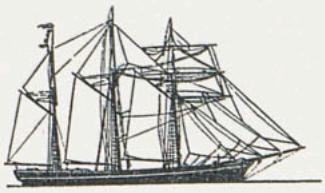
75 Lines for Scale Model. Size of sheet, 28″×21″.
76 Elevation, Details and Deck Plan. Size of sheet 28″×21″.
77 Sail and Rigging Plan. Size of sheet, 38″×26″.

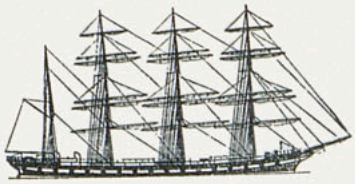
Three-mast Topsail Schooner "EMMA ERNEST"

Scale $\frac{1}{5}$″=1ft.

191 tons. Built 1876, by Jones of Milford. Many Londoners will know this vessel as the "Seven Seas" or "Friendship".

80 Lines for Scale Model. Size of sheet, 28″×21″.
81 Elevation, Deck Plan and Details. Size of sheet, 30″×22″.
82 Sail and Rigging Plan. Size of sheet, 30″×22″.





Steel Four-mast Barque "ARCHIBALD RUSSELL"

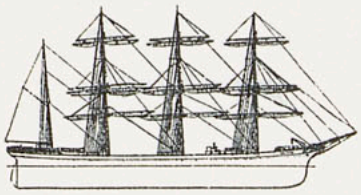
Scale 1/12″=1ft.

2,385 tons. Built 1905, by Scott of Greenock.

120 Lines for Scale Model. Size of sheet, 29″×20″.
121 Elevation, Details and Plans of each Deck. Size of sheet, 30″×21″.
122 Detail of Spars and Standing Rigging. Size of sheet, 29″×20″.
123 Detail of Sails and Running Rigging. Size of sheet, 29″×20″.

PRICES OF ALL DRAWINGS 5/- per sheet. LINEN BOUND 6/-

MODELS BY BASSETT-LOWKE

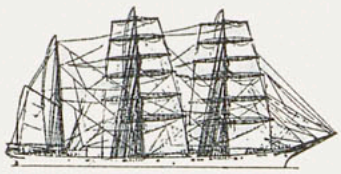


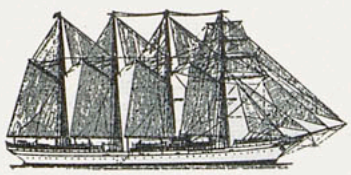
Steel Four-mast Barque "POMMERN" (ex "Mnene")
Scale 1/12″=1 ft.
2,423 tons. Built 1903, by Reid of Glasgow.

124 Lines for Scale Model. Size of sheet, 72″×20″.
125 Elevations, Details and Plans of each Deck. Size of sheet, 30″×21″.
126 Detail of Spars and Standing Rigging. Size of sheet, 30″×21″.
127 Detail of Sails and Running Rigging. Size of sheet, 30″×21″.

Steel Three-mast Barque "PENANG"
(ex "Albert Rickmers")
Scale 1/12″=1 ft.
2,039 tons. Built 1905, by Rickmers of Bremerhaven.

128 Lines for Scale Model. Size of sheet, 28″×20″.
129 Elevation and Plans of each Deck, together with thwart-ship sections at poop and fo'castle. Size of sheet, 30″×22″.
130 Sail and Rigging Plan. Size of sheet, 30″×22″.



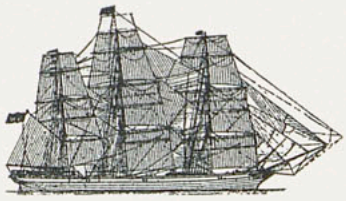


Auxiliary Steel Four-mast Topsail Schooner
"JUAN SEBASTIAN DE ELCANO"
Scale 1/12″=1 ft.
3,220 tons. Built 1928, by Echevarrieta y Larrinaga of Cadiz.

185 Elevation and Plans of each Deck. Size of sheet, 30″×22″.
186 Sail and Rigging Plan. Size of sheet, 30″×22″.
187 Lines for Scale Model. Size of sheet, 30″×15″.

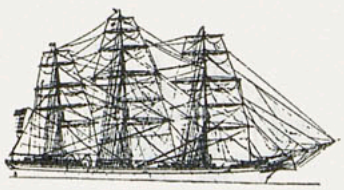
Three-mast Ship "FORMBY"
Scale 1/10″=1 ft.
This vessel is reputed to have been the first ship to be constructed of steel throughout.

190 Sail and Rigging Plan. Size of sheet, 30″×22″.
191 Elevation, Sections and Details of each Deck. Size of sheet, 30″×22″.
192 Lines for Scale Model. Size of sheet, 29″×14″.



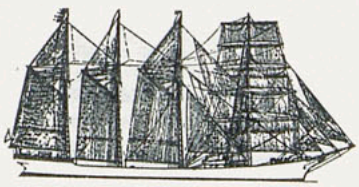
Iron Clipper "CORIOLANUS"
"Queen of the Jute Clippers"
Scale 1/10″=1 ft.
1,053 tons. Built 1876, by M'Millan of Dumbarton.

200 Elevations, Thwart-ship Sections and Plans of each Deck. Size of sheet, 30″×22″.
201 Sail and Rigging Plan. Size of sheet, 30″×22″.
202 Lines for Scale Model. Including large scale detail of figurehead; head-boards, and stern mouldings. Size of sheet, 29″×14″.
203 Sheet of Details. Giving ¼″ scale drawings of individual fittings, anchor gear, tops, cross-trees, etc. Size of sheet, 30″×22″.



Steel Four-mast Barquentine "MOZART"
Scale 1/10″=1 ft.
2,003 tons. Built 1904, by the Grangemouth & Greenock Dockyard Co., at Greenock.

206 Sail and Rigging Plan. Size of sheet, 32″×20″.
207 Elevation, Thwart-ship Sections and Plans of each Deck. Size of sheet, 30″×22″.
208 Lines for Scale Model. Size of sheet, 29″×14″.
209 Sheet of Details. Giving ¼″ scale drawings of deck fittings, mast and spar details, deck-houses, etc. Size of sheet, 30″×22″.

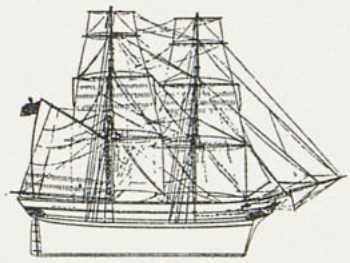


PRICES OF ALL DRAWINGS 5/- per sheet. LINEN BOUND 6/-.

MODELS BY
BASSETT-LOWKE

Wood Snow "RUNNYMEDE"

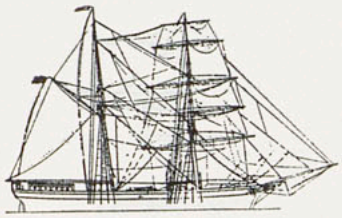
Scale $\frac{3}{16}$"=1ft.



236 tons. Built 1845, by Steel of Greenock.

215 Sail and Rigging Plan. Size of sheet, 30"×22".
216 Lines for Scale Model. Size of sheet, 26"×19".
217 Elevation, Deck Plan and Details. Size of sheet, 30"×22".

PRICE **5**/– per sheet. Linen bound **6**/–



Wood Brigantine "RAVEN"

Scale $\frac{3}{16}$"=1ft.

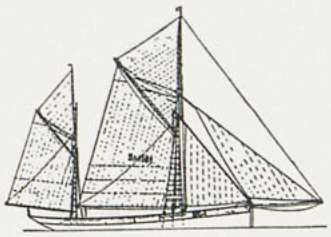
213 tons. Built 1875, by Keefe of Prince Edward Island.

218 Sail and Rigging Plan. Size of sheet, 30"×22".
219 Elevation and Deck Plan. Including detail of bulwarks. Size of sheet, 30"×20".
220 Lines for Scale Model. Size of sheet, 26"×16".
221 Sheet of Details. Including separate drawings of fittings, masts, spars, tops, cross-trees, etc., etc. Size of sheet, 29"×21".

PRICE **5**/– per sheet. Linen Bound **6**/–

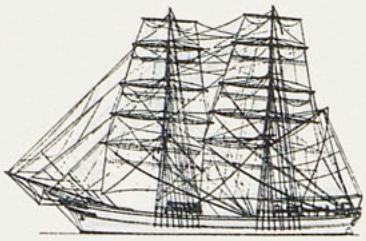
Brixham Trawler "VALERIAN"

The prints listed below are all drawn to a scale of $\frac{3}{8}$"=1′ 0".



280 Lines for Scale Model. Size of sheet, 30"×22".
281 Elevation, Deck Plan, and Detail of Trawl End. Size of sheet, 30"×22".
282 Sail and Rigging Plan, with Details of Bending of Sails. Size of sheet, 30"×22".
283 Sheet of Details. Containing full working drawings of each individual deck fitting. Size of sheet, 30"×22".
284 Sheet of Details. Containing details of masts, spars, iron work, reeving of gear, etc., etc., Size of sheet, 30"×22".

PRICE **5**/– per sheet. Linen Bound **6**/–



Wood Brig "MARIE SOPHIE"

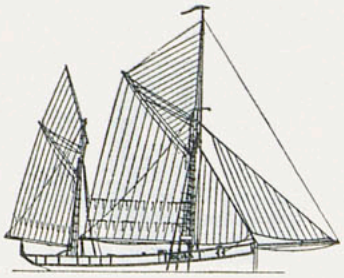
Scale $\frac{1}{4}$"=1ft.

234 tons. Built 1879, by Wempe of Elsfleth.

345 Sail and Rigging Plan. Size of sheet, 42"×30".
346 Elevation and Deck Plan. Size of sheet, 38"×27".
347 Lines for Scale Model. Size of sheet, 38"×16".
348 Constructional Sheet. Showing constructional details of a plank on frames hull, with sizes of all material. Size of sheet, 42"×32".

PRICE **11/6** per sheet. Linen Bound **13/6**

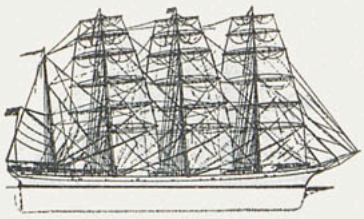
Rye Smack "THREE BROTHERS"



These drawings are to a scale of $\frac{3}{8}$"=1′ 0"

260 Lines for Scale Model. Size of sheet, 27"×20".
261 Elevation, Deck Plan and Details of Fittings. Size of sheet, 30"×22".
262 Sail and Rigging Plan. Size of sheet, 33"×28".

PRICE **5**/– per sheet. Linen Bound **6**/–



Steel Four-mast Barque "QUEEN MARGARET"

Scale $\frac{1}{8}$″=1 ft.

2,144 tons. Built 1893, by M'Millan of Dumbarton. In "The Last of the Windjammers", Basil Lubbock refers to "The Lovely 'Queen Margaret' ".

586 Lines for Scale Model. Size of sheet, 40″×18″.
587 Elevation and Deck Plans. Size of sheet, 40″×24″.
588 Sail and Rigging Plan. Size of sheet, 42″×26″.

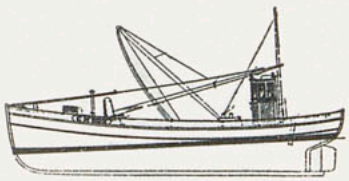
PRICE **7**/– per sheet, Linen Bound **8/6**.

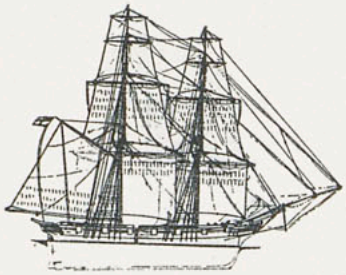
DIESEL RING NET FISHING BOAT

Scale $\frac{1}{2}$″=1′ 0″.

650 Lines for Scale Model. Size of sheet, 28″×19″.
651 Elevation and Deck Plan. Size of sheet, 30″×23″.
652 Sheet of Details. Separate drawings of individual fittings and interior of wheel-house. Size of sheet, 26″×14″.

PRICE **5**/– per sheet, Linen Bound **6**/–.





12 GUN BRIG-OF-WAR

The scale is $\frac{1}{4}$″=1′ 0″ producing a hull 31$\frac{1}{2}$″ O.A.

777 Lines. Scale $\frac{1}{4}$″=1′ 0″.
778 General arrangement. Including Deck Plan with all fittings, guns, etc. Elevations, End Views, Section, and layout of inside of bulwarks. Scale $\frac{1}{4}$″=1′ 0″.
779 Sail and Rigging Plan. Including Standing and Running Rigging. Scale $\frac{1}{8}$″=1′ 0″.
780 Deck Fittings. Separate details of each individual fitting, guns, boats, etc. Scale $\frac{1}{4}$″=1′ 0″.
781 Spar Details. Separate detail of each individual spar, together with its rigging. Constructional Details of Tops and Cross-trees, Diagrams of lead of gear, Fully dimensioned Spar Table. Scale $\frac{1}{4}$″=1′ 0″.

PRICE **7**/– per sheet, Linen Bound **8/6**.

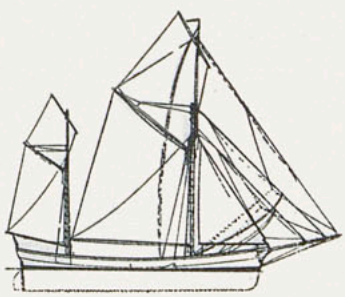
Steel Coasting Ketch "HALCYON"

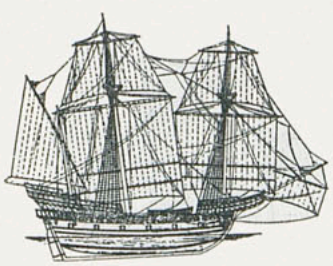
Scale $\frac{3}{16}$″=1 ft.

This is an interesting example of the modern lee-board ketch.

694 Lines for Scale Model. Size of sheet, 22″×14″.
695 Elevation and Deck Plan. Size of sheet, 21″×16″.
696 Sail and Rigging Plan. Size of sheet, 23″×20″.

PRICE **5**/– per sheet, Linen Bound **6**/–.





ELIZABETHAN GALLEON

Scale $\frac{1}{8}$″=1 ft.

The set is made up of three prints:—

882 Lines and diagram for setting out external timbering.
883 Deck Plan; Sectional Elevation; Section looking forward; Section looking aft; Bow Elevation and Stern Elevation.
884 Sail and Rigging Plan, with all standing and running rigging.

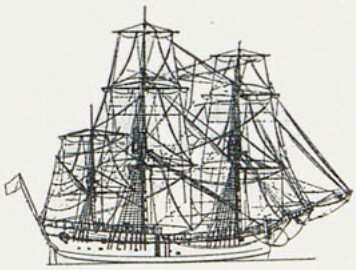
PRICE **5**/– per sheet, Linen Bound **6**/–.

MODELS BY BASSETT-LOWKE

ENDEAVOUR, Barque, 1768

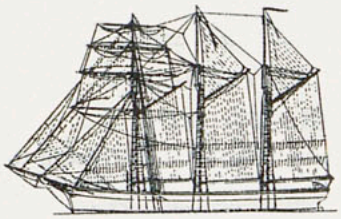
Captain Cook's Endeavour is one of the few ships of this period for which really reliable data is available.

The scale is 5ft. to 1 inch.



887 Lines for Scale Model. Size of Sheet, 30″×15″.
888 Elevation, Deck Plan, Bow and Stern Views and Longitudinal Section. Size of sheet, 38″×25″.
889 Sail and Rigging Plan. Size of sheet, 38″×28″.
890 Eight Cross Sections, Deck and Internal Fittings with Small Scale Accommodation Plan. Size of sheet, 33″×24″.
891 Constructional Details of Masts and Spars with Details of Rigging. Size of sheet, 34″×29″.

PRICE 7/– per sheet, Linen Bound 8/6



THREE-MAST TOPSAIL-SCHOONER

Scale $\frac{3}{16}$″=1ft.

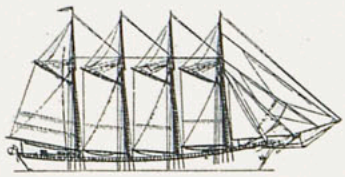
The plans are full size for a model 25½″ overall.

855 Sail and Rigging Plan.
856 Deck Plan, Elevation and Detail of Bulwarks.
857 Lines for Scale Model.
858 Sheet of Separate Details of all Deck Fittings.
859 Detail Drawings of Individual Spars.

PRICE 5–/ per sheet, Linen Bound 6/–

American Four-mast Schooner, "HELEN BARNET GRING"

This is a typical example of the American fore-and-aft schooner and the drawings, which were produced from a survey carried out in 1939 by Mr. Charles S. Morgan, are to a scale of ⅛″=1′ 0″, producing a fine model 37″ overall.



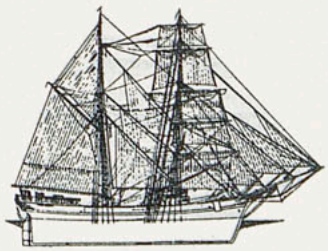
894 Lines for Scale Model.
895 Elevation, Longitudinal Section and Deck Plan.
896 Sail and Rigging Plan.

PRICE 5/– per sheet, Linen Bound 6/–

Wood Brigantine "LEON"

302 tons. Built 1880 at Laurvig. Port of Registry, Porsgrund, Norway.

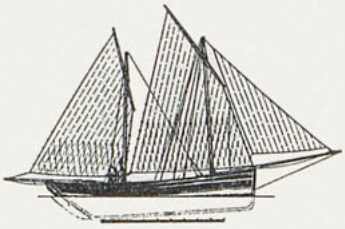
The scale is ⅛″=1′ 0″.



915 Lines for ⅛″ Scale Model. Size of sheet, 19″×16″.
916 Arrangement Drawing, including Profile, Section and detail of inside of bulwarks. Size of sheet, 21″×19½″.
917 Sail and Rigging Plan, with Thwart-ship Elevations of Masts. Size of sheet, 32½″×19″.
918 Details of Deck Fittings and Thwart-ship Elevations. Size of sheet, 21″×20″.
919 Details of Spars and Rigging, including Spar Dimension Tables, position and use of all Blocks and Rigging. Size of sheet, 39″×25″.
920 Constructional Drawing, for building a complete Plank on Frame Model, including details scantlings, etc. Size of sheet, 30½″×21″.

PRICE 5/– per sheet, Linen Bound 6/–

MODELS BY BASSETT-LOWKE



Scottish Zulu, "MUIRNEAG" of Stornoway

The scale is $\frac{1}{2}$"=1' 0".

942 Lines Drawing.
943 Profile, Deck Plan and Details.
944 Sail and Rigging Plan.
945 Full Construction Plan including all Internal Fittings and Accommodation.
946 Cross Sections, Details and Fittings.
947 Mast, Spar and Rigging Details with Method of Bending Sails, Belaying Gear, etc.

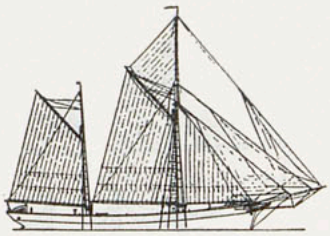
PRICE 7/- per sheet, Linen Bound 8/6.

WEST COUNTRY TRADING KETCH

Scale $\frac{1}{4}$"=1' 0".

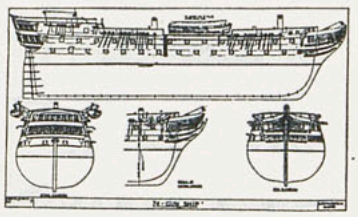
948 Lines Drawing.
949 Profile and Deck Plan.
950 Sail and Rigging Plan.

PRICE 5/- per sheet, Linen Bound 6/-.



74-GUN SHIP (Circa 1813)

Scale of $\frac{3}{16}$"=1' 0" is sufficiently large to enable detail to be faithfully copied, the length of the hull being 36½".



1050 Lines Drawing and Detail Drawings of Anchors, Guns, Carronades, etc.
1051 Profile, Plans of Fo'castle, Quarterdeck and Upper Decks, also Bow and Stern Elevations.
1052 Longitudinal Section, Thwart-ship Sections, Bow Constructional Details, Plans of Main and Lower Decks.
1053 Sail and Rigging Plan with Thwart-ship Elevations of Masts.
1054 Separate Constructional Plans of Individual Masts, Tops, Cross Trees, Booms, etc.
1055 Separate Constructional Plans of Bowsprit, Jibboom, Yards with Details of all Blocks and Rigging.
1056 Alternative Spar and Rigging Plan for Models with Sails unbent and Yards down on the Caps.

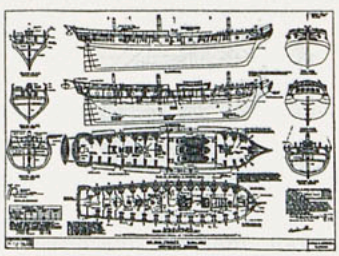
PRICE 7/- per sheet, Linen Bound 8/6.

40-GUN FRIGATE (Circa 1790)

Drawings, which are to a scale of $\frac{1}{8}$"=1' 0", will enable the enthusiast to produce a really accurate Scale Model.

906 Lines for Scale Model. Size of sheet, 30"×19".
907 Arrangement Drawing, including End views, Longitudinal Section, Cross Sections and details. Size of sheet, 38"×29".
908 Sail and Rigging Plan, including Running Rigging and small details. Size of sheet, 44"×26".
909 Deck Fittings. Separate detail of each individual fitting and structure. Size of sheet, 31"×23".
910 Spar Details. Separate drawings of each Mast and Spar, with constructional details of Tops, Cross-Trees, etc., and Rigging details. Size of sheet, 45"×29".
911 Alternative Rigging Plan. As sheet No. 908 but with Yards down on the caps and sails unbent. Size of sheet, 38"×26".

PRICE 7/- per sheet, Linen Bound 8/6.

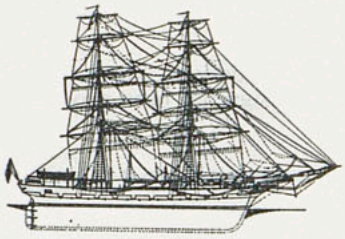


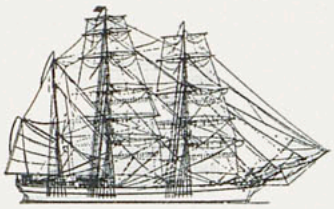
MODELS BY BASSETT-LOWKE

Hoogly Pilot Brig, "FAME"

Scale $\frac{1}{4}$"=1' 0".

960 Lines and Midship Section.
961 Profile and Deck Plan.
962 Sail and Rigging Plan.





Clipper Barque, "HARRIET McGREGOR"

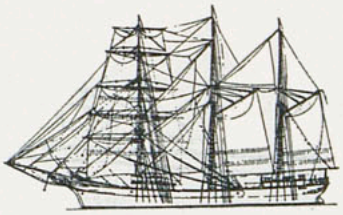
Scale $\frac{1}{8}$"=1' 0".

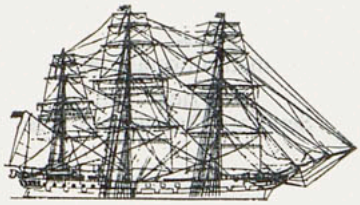
986 Sail and Rigging Plan.
987 Profile and Deck Plan.
988 Lines Drawing.

SCANDINAVIAN BARQUENTINE

Scale $\frac{1}{8}$"=1' 0"

990 Sail and Rigging Plan.
991 Profile and Deck Plan.
992 Lines Drawing.





Blackwall Frigate, "TRUE BRITON"

The Blackwall Frigate may be said to represent the highest standard of wood-built passenger ships.

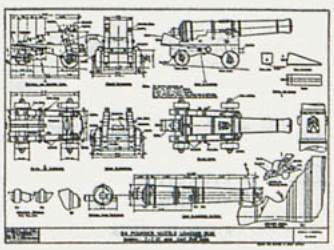
Scale $\frac{1}{8}$"=1' 0".

1000 Lines, Stern Detail and Geometrical Construction of Stern Mouldings.
1001 Profile and Deck Plan.
1002 Sail and Rigging Plan.

PLANS OF OLD TIME GUNS

The plans are drawn to a scale of 1"=1' 0" and include fully dimensioned details of all component parts, together with the assembly drawing.

782 32 Pounder Carronade.
783 24 Pounder Muzzle Loading Gun.
784 32 Pounder Muzzle Loading Gun (46 cwt. Upper Deck Gun).
785 32 Pounder Muzzle Loading Gun (50 cwt. Gun Deck Gun).
786 32 Pounder Muzzle Loading Gun (56 cwt. Lower Deck Gun).
787 32 Pounder Muzzle Loading Gun (Short 25 cwt. Gun for use in small craft).
904 9 Pounder Muzzle Loading Gun.
905 32 Pounder Carronade, old type with Screw Elevating Gear.



PRICES OF ALL DRAWINGS 5/- per sheet. LINEN BOUND 6/-

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"SHIPRIGHT" PLANS

All the designs illustrated on these pages were prepared by Mr. B. Reeve and Mr. P. W. Thomas. Each design has been proved by the construction of a model.

"RING OF LIGHT"

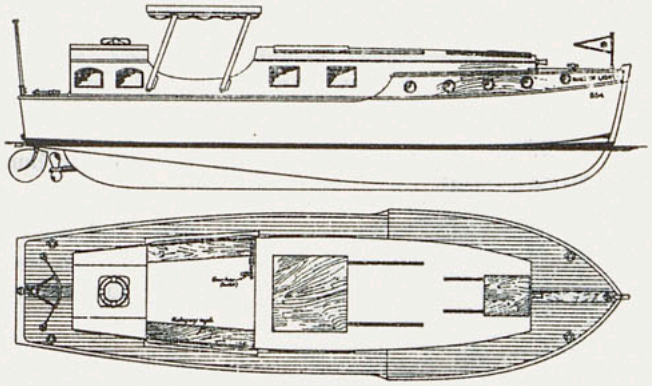
BROADS CABIN CRUISER

Built by Herbert Woods Ltd.

Scale $\frac{3}{4}$"=1 foot. Length 27$\frac{1}{2}$". Beam 7"

MC.21/1. General Arrgt. Profile and Deck Plan.
MC.21/2. Hull Constructional Details, Sheet 1.
MC.21/3. Hull Constructional Details, Sheet 2.

Price: The Set **15/-**
Separate Drawings **5/-** each



"SUZANNE"

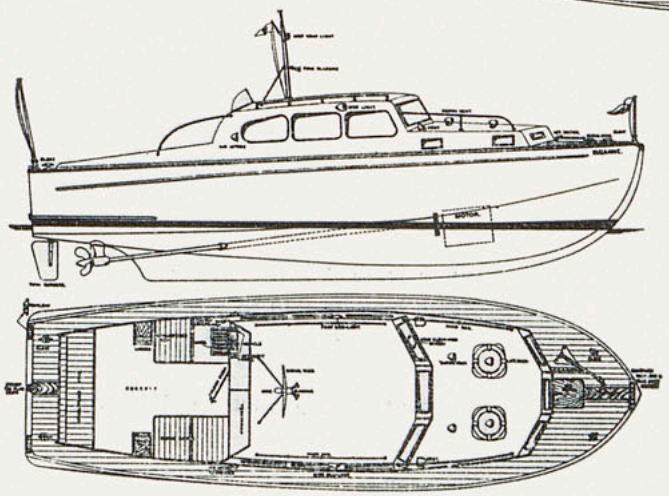
CABIN CRUISER

Built by Samuel White Ltd.

Scale 1"=1 foot. Length 27$\frac{3}{4}$"
Beam 8"

MC.22/1. General Arrgt. Profile and Deck Plan.
MC.22/2. Hull Lines.
MC.22/3. Constructional Details.

Price: The Set **15/-**
Separate Drawings **5/-** each



"HARMONIE III"

CABIN CRUISER

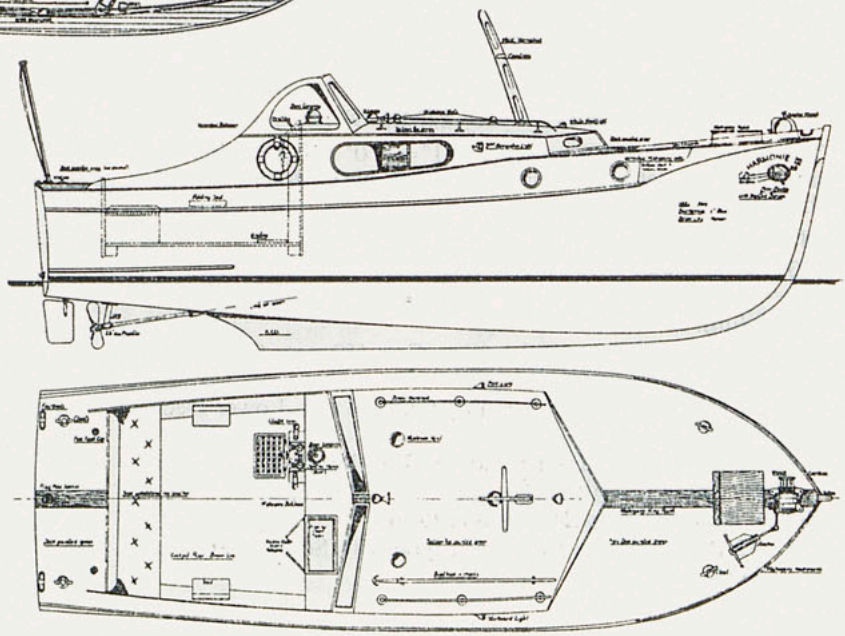
Built by Geo. Wilson & Sons

M.E. EXHIBITION WINNER

Scale 1$\frac{3}{8}$"=1 foot
Length 36". Beam 10$\frac{1}{4}$"

MC.25/1. General Arrangement. Profile and Deck Plan.
MC.25/2. Hull Lines.

Price: The Set **10/-**
Separate Drawings **5/-** each



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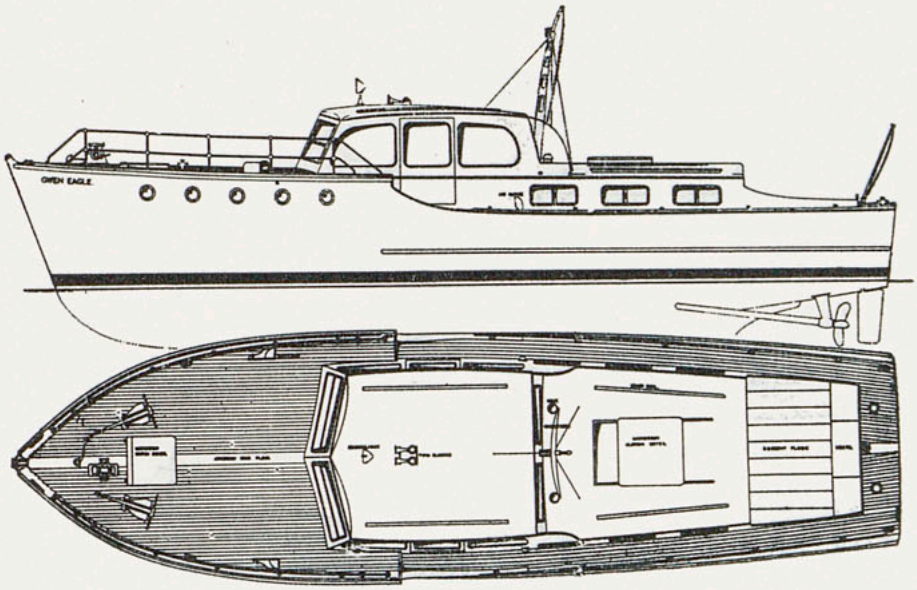


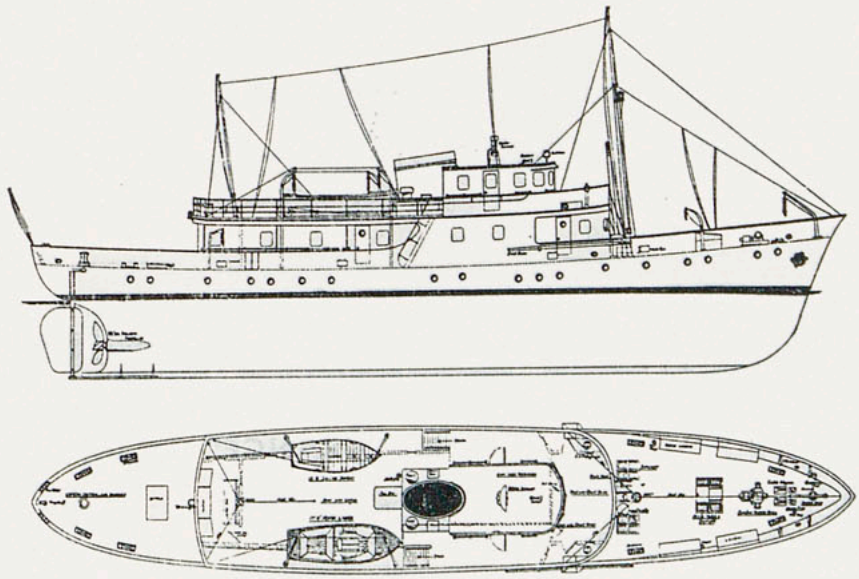
"GWEN EAGLE"

CABIN CRUISER

Built by Wm. Osborne and Sons

Scale 1″=1 foot. Length 40″. Beam 11″

MC.23/1. General Arrangement. Profile and Deck Plan.
MC.23/2. Hull Lines. Price: The Set **10**/-
(Drawings for 30″ model available at same price.) Separate Drawings **5**/- each



"DEIANERIA"

217 TON MOTOR YACHT

Built by Vospers Ltd.

Scale 3/10″=1 foot. Length 37½″. Beam 6⅜″.

MY.24/1. General Arrangement. Profile and Deck Plan.
MY.24/2. Hull Lines. Price: The Set **10**/-
Separate Drawings **5**/- each

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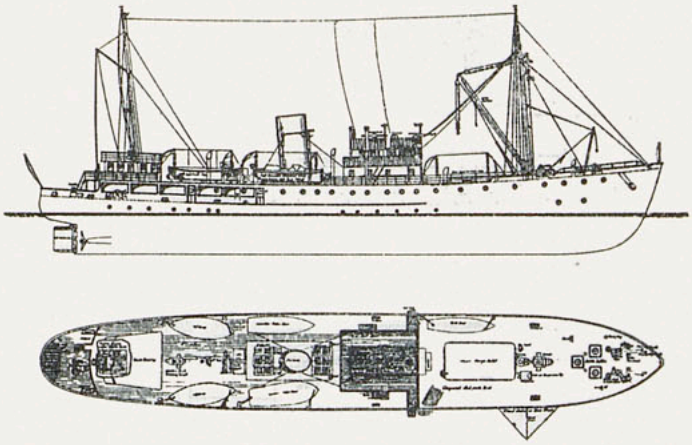


S.S. "PATRICIA"

TRINITY HOUSE YACHT

Builders: Smith Dock & Eng. Co. Ltd.

Scale $\frac{1}{8}$"=1 foot. Length 27" Beam $4\frac{3}{8}$".

THV.1. General Arrgt. Profile and Deck Plan.

THV.2. Hull Lines.

Price: The Set **10**/-
Separate Drawings **5**/- each

"PORT BRISBANE"

T. S. MOTOR SHIP

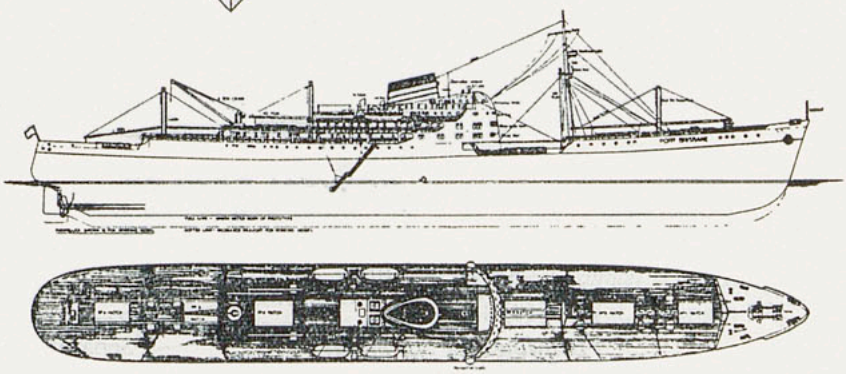
Owners: Port Lines

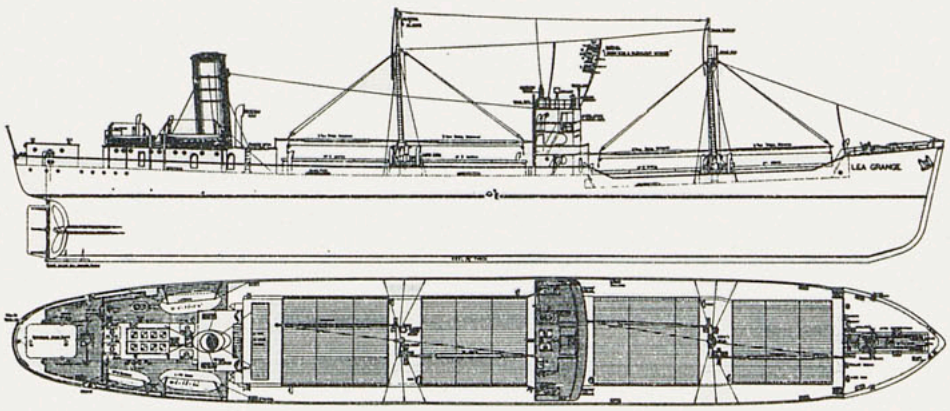
Scale $\frac{1}{16}$"=1 foot
Length $34\frac{3}{8}$". Beam $4\frac{1}{2}$".

CL.1. General Arrangement. Profile and Deck Plan.

CL.2. Hull Lines.

Price: The Set **10**/-
Separate Drawings **5**/- each





S.S. "LEA GRANGE"

CARGO CARRIER

Builders: S. P. Austin & Sons

Scale $\frac{1}{8}$"=1 foot. Length 41". Beam $5\frac{1}{2}$".

CC.1. General Arrangement. Profile and Deck Plan.

CC.2. Hull Lines.

Price: The Set **10**/-
Separate Drawings **5**/- each

SCALE MODEL SHIPS, their engines and construction.

A practical manual on the building of working scale model ships and suitable power plants for amateur constructors, by Bernard Reeve, M.S.N.R., and P. W. Thomas, ASS.I.E.E. Illustrated by the authors, with a foreword by W. J. Bassett-Lowke. Price **21**/- Post **1**/-

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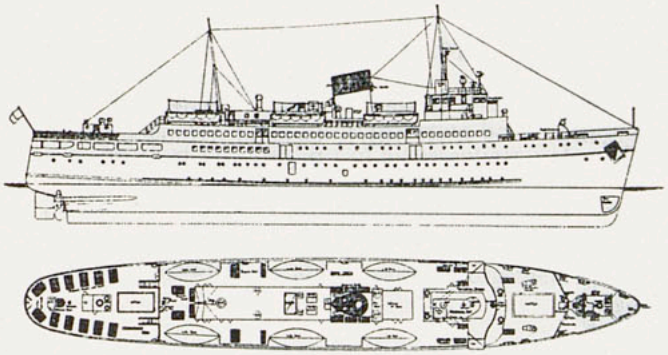
BASSETT-LOWKE LTD



S.S. "FALAISE"

CROSS CHANNEL
PASSENGER SHIP

Owners: British Railways

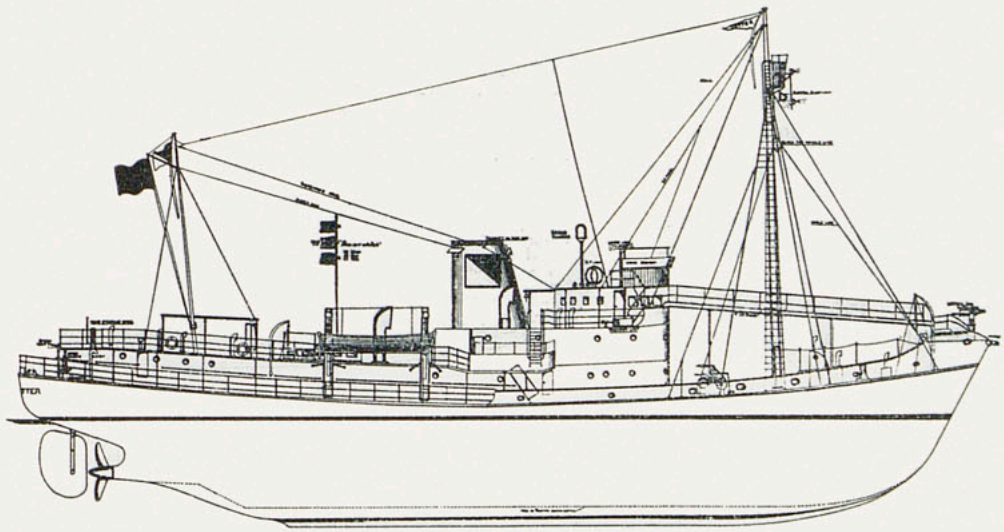
Scale $\frac{1}{8}$"=1 foot

Length 37$\frac{1}{2}$". Beam 6"

CP.1. General Arrangement. Profile and Deck Plan.

CP.2. Hull Lines.

Price: The Set **10**/-
Separate Drawings **5**/- each



"SETTER"

WHALE CATCHER

Builders: A. & J. Inglis Ltd.

Scale $\frac{1}{4}$"=1 foot. Length 44$\frac{1}{4}$". Beam 7$\frac{3}{4}$"

WC.1. General Arrangement. Profile.
WC.2. General Arrangement. Deck Plan.
WC.3. Hull Lines.

Price: The Set **15**/-
Separate Drawings **5**/- each

S.S. "NAVENA"

DEEP SEA
TRAWLER

Builders: Cook Gemmel & Welton Ltd.

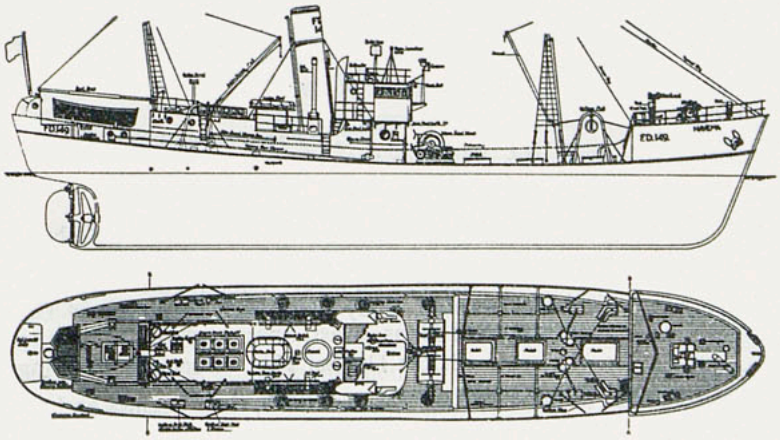
Scale $\frac{1}{4}$"= 1 foot

Length 33$\frac{1}{4}$". Beam 6$\frac{3}{8}$"

SFT.25/1. General Arrangement. Profile and Deck Plan.

SFT.25/2. Hull Lines.

Price: The Set **10**/-
Separate Drawings **5**/- each



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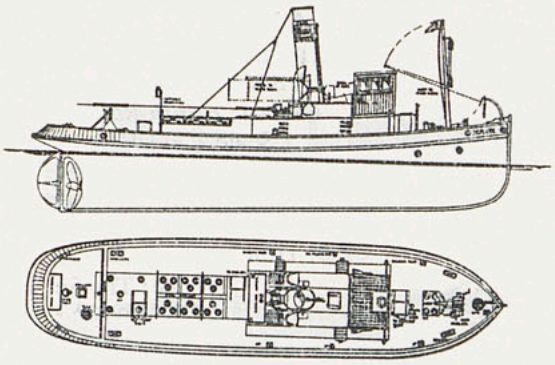


"ROTARY"

STEAM TUG

Built by Samuel White Ltd.

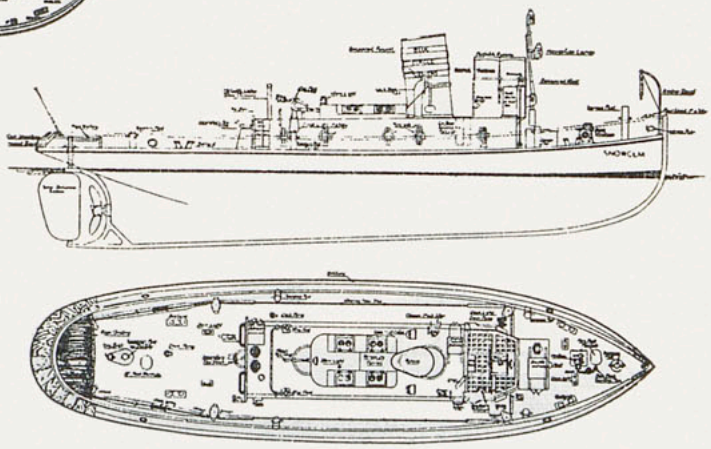
Scale $\frac{1}{4}$"=1 foot. Length 18". Beam $5\frac{1}{4}$"

ST.101/1. General Arrangement. Profile and Deck Plan.

ST.101/2. Hull Lines.

Available also $\frac{1}{2}$" scale.

Price: The Set **10**/-
Separate Drawings **5**/- each



"SNOWCEM"

DIESEL ENGINE TUG

Built by R. Dunston & Sons

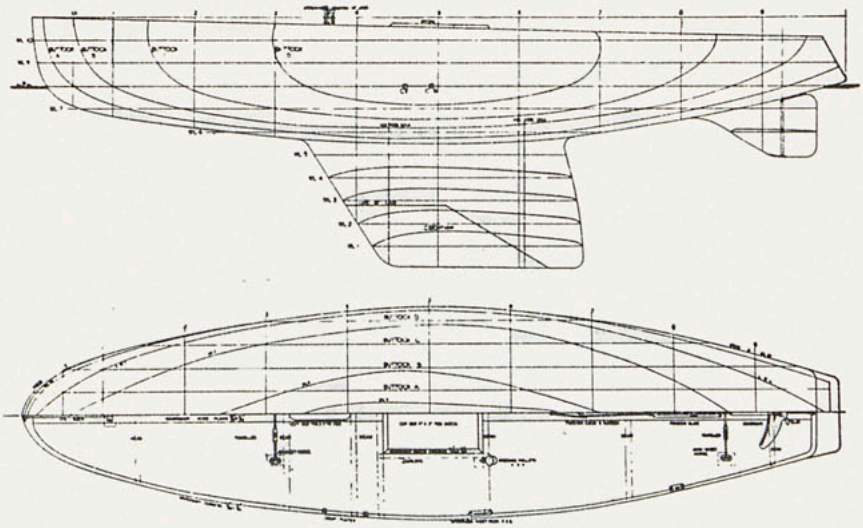
Scale $\frac{3}{8}$"=1 foot

Length 28". Beam $7\frac{3}{16}$"

ST.102/1. General Arrangement. Profile and Deck Plan.

ST.102/2. Hull Lines.

Price: The Set **10**/-
Separate Drawings **5**/- each



"WIDGEON"

36" M.Y.A. RESTRICTED CLASS RACING YACHT

Duck Type for Vane or Braine Steering

Scale: Full Size. Length 36". Beam 9".

R36/1. Profile, Body Plan, Half Breadth and Deck Plan

R36/2. Sail Plans, Mast, Spars and all fittings.

Price: The Set **10**/-. Separate Drawings **5**/- each

See reference to book "SCALE MODEL SHIPS, their engines and construction" on page 166.

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H.M.S. HOOD

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THE ROYAL YACHT, H.M.S. "BRITANNIA"

We have obtained sufficient authentic detail to prepare this full size drawing for the construction of a Waterline Model 16½″ long to a scale of 25′ to 1″. Painting details are included, with enlarged details of flags and standards, and other special features. The size of the sheet is 24″×28″.

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OLD TIME SAILING SHIP PLANS

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All plans to 35 ft. to 1 inch scale for waterline models

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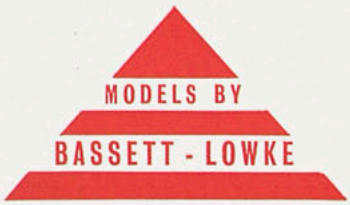

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